CYCLE NEWS®

America's weekly motorcycle newspaper

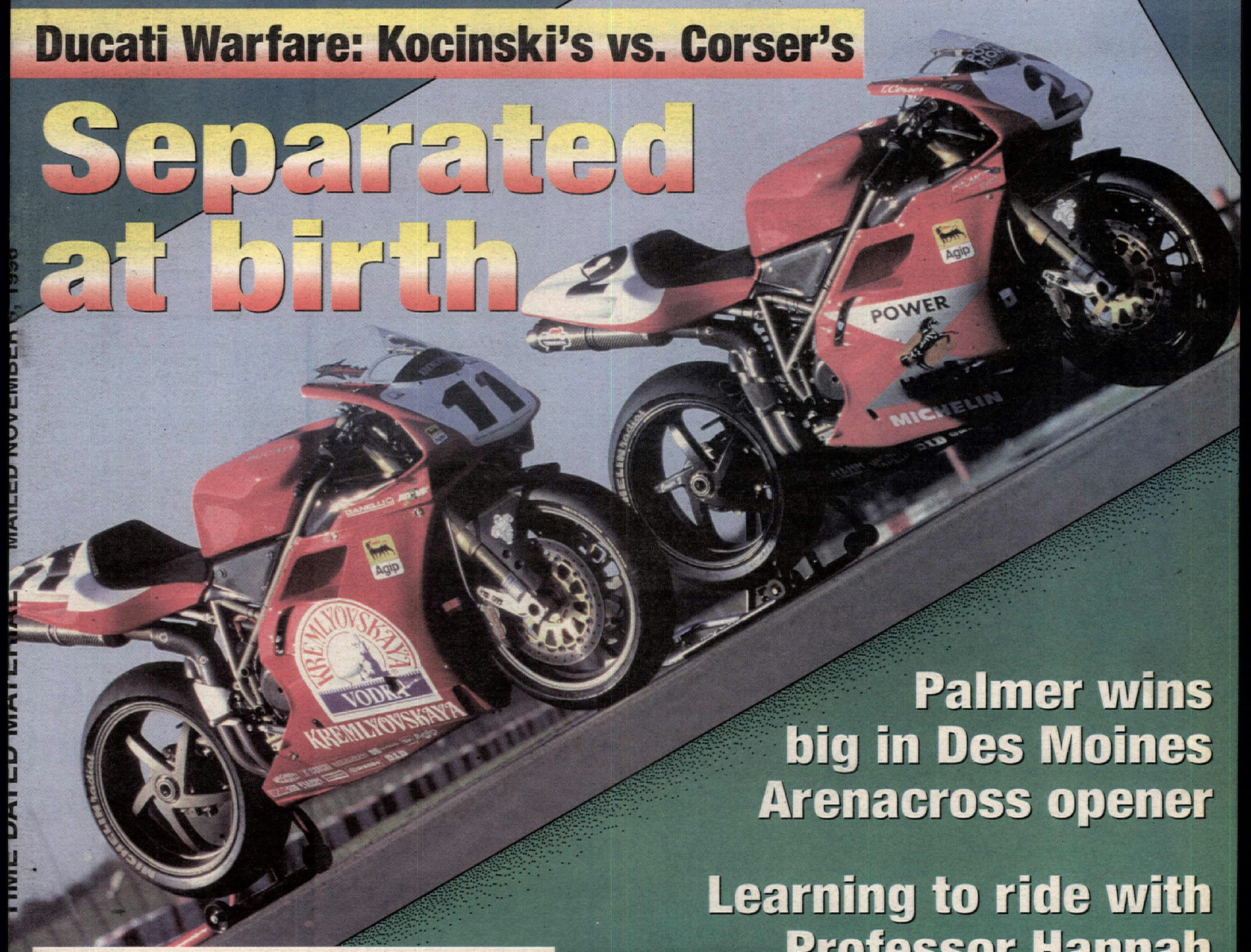
November 13, 1996: Number 45 (outside the U.S. $3.25) $2.50

First Ride!

Suzuki's all-new GSXR600

Ducati Warfare: Kocinski's vs. Corser's

Separated at birth



Palmer wins big in Des Moines Arenacross opener

Learning to ride with Professor Hannah

Russell signs with Yamaha

TIME DATED MATERIAL - MAILED NOVEMBER 13, 1996

IN THE WIND

Jeff Emig (Kaw) won the 250cc class at the Fukuoka Supercross in southern Japan Saturday, November 2. **Larry Ward** (Hon) finished second and **Damon Huffman** (Kaw) was third. **Damon Bradshaw** led the main event until crashing a few laps from the finish on a privately backed Honda CR250.

Eric Kehoe, riding a 1997 Honda CR250, won the Pro class at the White Brothers Four-Stroke World Championships at Glen Helen Raceway in San Bernardino, California, November 2-3. **Keith Bowen** (KTM) finished second, followed by **Brian Manley** (Suz) and **Willy Musgrave** (Hon). **Mickey Dymond** (Kaw) rounded out the top five.

Scott Plessinger (KTM) won the ninth and final round of the AMA National Championship Hare Scrambles Series in Millfield, Ohio, November 3. **Steve Hatch** (Suz) finished second and **Jason Dahners** (KTM) was third. **Barry Hawk** (Suz) and **Eric Mashbir** (Suz) finished fourth and fifth, respectively.

Japan's **Tadayuki Okada** (Hon) won the Big Road Race in Sugo, Japan, November 3, topping Spaniard **Alex Criville** (Hon) and **Nobuatsu Aoki** (Hon) in the invitational 500cc race that ran in conjunction with the 11th and final round of the All-Japan Championship. Three-time World Champion **Michael Doohan** (Hon) was fourth; Georgian **Scott Russell** (Suz) completed only eight of the scheduled 20 laps and was credited with 10th place.

The final superbike round of the All-Japan Championship was won by **Wataru Yoshikawa** (Yam) who beat **Keiichi Kitagawa** (Suz) and **Akira Ryo** (Kaw). The All-Japan Superbike Championship was won by **Takuma Aoki** (Hon) with 209 points to Ryo's 131.

Marlboro Yamaha's **Norifumi Abe** had a day he'd like to forget in his homeland. The Japanese rider was forced out of qualifying by a high fever and he started the 500cc race from the back row of the grid. He was then high-sided from the YZR500 in the third corner on the opening lap.

Robert Patterson (Suz) won the second round of the AMA Mid-South Winter Hare Scrambles Series in Mannington, Kentucky, November 3. Patterson topped **Doug Blackwell** (Yam) and **Mike Sampson** (Kaw).

World 250cc Motocross Champion **Stefan Everts** has confirmed that he will receive factory Hondas direct from HRC for his 1997 campaign. Everts will run his own team, backed by Honda Japan and a host of other sponsors his manager is currently pursuing. Everts, who plans on testing in the United States in late November or early December, will be joined on his team by fellow Belgian Jaimy Scevenels.

According to *Cycle News* correspondent Darryl Flack, Australian **Damon Buckmaster** has talked with Yoshimura Suzuki about replacing Mat Mladin - who will ride a Fast By Ferracci Ducati in 1997 - on the team for the 1997 AMA Superbike National Championship. Buckmaster had a tryout last year with Eraldo Ferracci's Ducati team during the Michelin tire tests at Daytona, but ended up racing in the Australian championship. Buckmaster has also had conversations with Suzuki France about the possibility of him joining its World Endurance team.

After his victory in the Australian round of the World Superbike Championship, **Anthony Gobert** disrobed, throwing his racing leathers into the crowd at Phillip Island. The leathers ended up being cut into a dozen pieces in order to satisfy the many claimants to the coveted cowhide. Gobert also showed up at the Australian round with bright red hair, only a week after spectating at the Australian Grand Prix with platinum hair. "I pulled into a hair salon and asked for bright pink, but they didn't have any so I settled for red," Gobert said.

According to road racer **Larry Pegram**, the young Ohioan will return to the Fast By Ferracci Ducati team in 1997. Pegram ended the 1996 AMA Superbike Championship as the seventh ranked rider in the series.

Is **Rich Oliver** going to ride a superbike next season? "Everything is still up in the air," Oliver said in a phone conversation Monday, November 4. "We won't know officially until mid-November." Oliver said that he'd had some encouraging talks with Yamaha as far as riding a superbike next season, but that Yamaha's racing plans have yet to be finalized so nothing was certain. What he is sure of is that he will be racing for Yamaha in some capacity and that if he is only signed to contest the 250cc Grand Prix class next year, he'll probably elect to race in another class as well, probably 600cc Supersport.

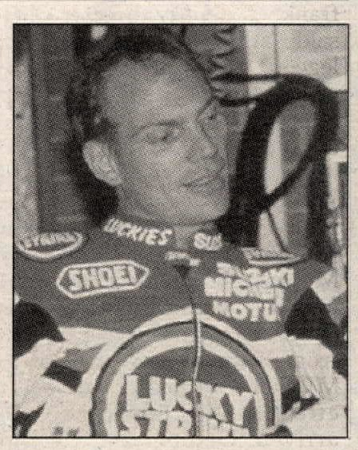
Motocrosser **Mike Brown** is still weighing all options in regard to his plans for the 1997 season. As we reported last week, Brown was said to have signed on with Michele Rinaldi's Italy-based Chesterfield Yamaha team - but apparently he hasn't signed anything yet and he is still considering an offer to join the new Manchester Honda team for the 1997 AMA 250cc Supercross and 125cc National Motocross Series. In an effort to get things moving, Rinaldi has reportedly offered to double his original salary offer and has requested that Brown fly to Italy to meet face-to-face, visit the race shop and become acquainted with the operation. Rinaldi desperately wants Brown to join Tallon Vohland in the two-man team. Brown's concerns with heading to Europe are based on recent history - once an American rider commits himself to the European-based GPs, they never return to enjoy any type of significant support in the AMA Series.

Vance & Hines Racing still has no firm racing plans in place for 1997, according to team owner **Terry Vance**. "I should know something soon, maybe five or six days," Vance said Monday, November 4. Vance & Hines recently parted with Yamaha after running its AMA Superbike team for the last seven years.

Los Ancianos MC dropped us a line to let us know that the **Tecate Enduro** will take place in 1997. The event, which has been a trail ride for the last two years, will take place some time in March. An actual date will be set shortly; for more information, call Jerry DeBerry at 619/281-1400.

According to a press release from **North American Sport Bike** (NASB), road racers competing in the **1996 NASB Series** earned **$733,955** in the nine events. Over half those earnings were won in Formula USA where riders and teams collected $388,170 in purse, point fund and contingency awards. EBC Brakes was the biggest sponsor of the F-USA class, paying out $38,160 in contingency awards and the EBC Brakes Triple Crown Series.

Russell to World Superbike - with Yamaha!



Yamaha Motor Europe N.V. and the Yamaha Motor Company announced Monday, November 4, that it had signed former World Superbike Champion Scott Russell (right) to join Colin Edwards II on the Yamaha World Superbike team in 1997.

The 32-year-old Russell won the World Superbike title in 1993, finished second in 1994 and joined the Lucky Strike Suzuki 500cc Grand Prix team in 1995. Russell finished sixth in the 1996 500cc World Championship and was named the series' "Rookie of the Year."

Russell reportedly had offers to join the Castrol Honda team or the Elf 500cc Grand Prix team, but instead opted to join the Italy-based Yamaha squad.

"I had a couple of things going but the Yamaha opportunity appealed to me the most," Russell said. "From everything I've heard and seen, they're very professional and they're really keen on winning. Colin (Edwards) and Anders (Andersson, the team's suspension technician) are both excited about the direction things are going. That's where I want to be - with a team that wants to help me and move forward. I'm looking forward to riding alongside Colin. He's a great guy and I think we can make the bike even better next year. I've never ridden the YZF, but I'm looking forward to it - I've always liked Yamahas. I'm very excited to be coming back to World Superbikes. Grand Prix was okay, but I want to come back and win this championship again. That's the only reason I'm doing it."

Russell will test with the team in Indonesia, Australia and the United States before he makes his Yamaha debut in the Daytona 200 on March 9 and in the World Superbike opener in Australia on March 23.

"That's killer," Edwards said when being told that Russell had officially become his teammate for next year. "That's awesome. I can't lose either way, having that carrot out there; I'll just accept the challenge. Daytona will be a barn burner for Yamaha. It'll help (having Russell on the team), but I think I'm already on the right track with the bike. I've spent two years developing it to where it is and you can see now how good it is getting."

Yamaha says that plans for Wataru Yoshikawa, who finished ninth in the World Superbike Championship in 1996 as Edwards' teammate, have not yet been decided.

In all, 214 riders earned checks in NASB racing in 1996.

The newly formed **SoCal Vintage Racing Club** will hold its first Vintage Winter Nationals at Los Angeles County Raceway on December 15. The CRC-sanctioned race will feature a Pro payback Bomber class and will feature past professionals such as **Scott Burnworth**, **Gary Denton**, **David Taylor** and others. For more information, call Bill Clem at 818/855-0441.

Entries are still available for the **West Coast Arenacross Challenge**, scheduled for November 15, 16 and 17 at the Reno Livestock Events Center in Reno, Nevada. Friday's race will feature a "Kids for Coats Night." Those who donate a coat will receive a free child's admission with the purchase of an adult ticket. The host hotel for the event is the Days Inn in Reno. For reservations, call 702/786-4070; for race information, call 702/267-4392.

The **Second Annual Boardercross vs. Motocross Challenge** will be held at the Tri-County Fairgrounds in Bishop, California, and the Mammoth Mountain Ski Area in Mammoth Lakes, California, December 14-15. On Saturday, competitors will race in two motos on a newly designed motocross track and on Sunday those same competitors will race head-to-head on Mammoth Mountain's custom-built boardercross course. At the end of the two days, the racer with the lowest point total will be crowned the 1996 Boardercross vs. Motocross Champion. For more information, call 619/934-5831.

The **Fifth Annual Scotty Adams Benefit Bash** will be held on November 16 in Oklahoma City, Oklahoma, featuring Dan Mahony's collection of dirt track photography. For more information, call 405/348-6529 or 405/789-6045.

The dates have been released for the annual December tire tests at **Daytona International Speedway**. Michelin will have its teams at the famed facility on December 7-8; Dunlop will have the track on December 9-10; Bridgestone takes over on December 12-13; and Pirelli/Metzeler wind things up on December 14-15. The tests are designed to prepare the tire manufacturers for the Daytona 200 By Arai, which will be held on March 9, 1997. Visitors to the track during the testing period may view on-track action from a special section of grandstands accessible through the lobby of Daytona USA - "The Ultimate Motorsports Attraction." Tram tours of the speedway are also available for a $5 fee.

The 1996-1997 **Action Sports Arenacross Series** will begin on November 22-24 at the Hara Arena in Dayton, Ohio, before moving to the Ohio Expositions Center in Columbus, Ohio, December 6-8. The series will conclude at the Kentucky State Fairgrounds in Louisville, February 8-9. The series will post a purse of $45,000. For more information, call 614/594-6686.

The **California Off-Highway Motor Vehicle Recreation Division** now has an in-depth workshop entitled "Developing an OHV Program" available on diskette or hard copy. The free program is available by writing to them at P.O. Box 942896, Sacramento, CA 94296-0001 or by calling 916/324-4442.

After 35 years with the California Department of Parks and Recreation, the man known as Mr. Green Sticker, **Jerry Johnson**, will retire on November 8. Johnson, who served for 10 years as chief

of the Off-Highway Motor Vehicle Recreation Division (the Green Sticker program), will be honored with the Golden Helmet award, given to those individuals who have gone far beyond the scope of their duties to improve off-highway vehicle recreation opportunities. "Quite frankly," deputy director Cliff Glidden said, "I don't know how we can replace a legend. Jerry's contributions to this program will have far-reaching impacts long after most of us have gone on to other endeavors."

According to Jim Lewis of Lewis Communications, Inc., Lewis Communications will no longer be representing **Motorcycle Product News Magazine** for advertising sales. "We received a Federal Express letter on October 30 from Peter Brown, the new owner of MPN, terminating our relationship effective the day before the letter arrived, October 29. It caught us by complete surprise, and was very disappointing to us, having invested 14 months of hard work to assist a company with no knowledge of the motorcycle market." Effective immediately, all advertising and editorial-related business should be addressed to AB Publishing in Madison, Wisconsin, at 608/249-0186, according to Lewis.

Hot on the heels that 500cc Motocross World Champion **Shayne King** has signed a two-year contract with KTM comes word that his older brother **Darryl King** has been signed by Husqvarna. Third in the 1995 500cc World Championship, Darryl King finished fifth in 1996 on a Honda CR500 after a nagging thumb injury slowed his early-season charge. It is understood that King has already tested for the Italian factory and is expected to race the company's new four-stroke in 1997.

The dates for the New Haven and Niagara Falls rounds of the **AMA PJ-1 National Arenacross Series** have been swapped. New Haven will run on January 17-19 with Niagara Falls scheduled for January 24-26.

Hotel rooms for Daytona Bike Week are now available through **TravelCraft**. The TravelCraft Bike Week brochure is now on-line at http://www.travelcraft.com. Traditionalists can order a paper copy of the brochure, or can make reservations, by calling 800/241-1223.

Andrea Coleman, co-founder of the British-based motorcycling charity **Riders for Health** was honored recently by England's Motor Cycle News as the winner of its Award for Services to Motor Cycling in 1996.

For the second year in a row, **Honda** has won both the AMA Road Racing and Motocross Manufacturer Awards, while **Harley-Davidson** extended its string of AMA Dirt Track Manufacturer titles to nine by winning that championship again. With 21 AMA Manufacturer Championships, Honda has won more than any other manufacturer in AMA racing; Harley-Davidson has won 17 AMA Dirt Track Manufacturer titles.

AMA 250cc Grand Prix Champion **Rich Oliver** is the fifth and final 1996 AMA/Speedvision Pro Athlete of the Year nominee. Oliver, who won all 10 of the AMA 250cc Grand Prix events on his Team Oliver Yamaha, joins Jeremy McGrath, Doug Chandler, Billy Hammill and Scott Parker as nominees for the award, which will be presented at the AMA Awards Banquet in Las Vegas, November 16.

An AMA Pro Competition Bulletin issued October 22 outlines the rules for the **1997 AMA Formula Xtreme Series**, which will make its debut next year. The rules are as follows: Formula Xtreme competition is restricted to motorcycles (engines and frames) produced for street use and available in the U.S. through retail dealers. Canadian versions of approved United States models will be allowed and a list of eligible motorcycles is available from the AMA; the top five riders in the AMA Superbike Championship from the previous year are ineligible; Formula Xtreme motorcycles must meet the following requirements in addition to the requirements in Equipment Standards General and Equipment Standards - All Road Race Motorcycles. Except for the following items, all other modifications are unrestricted: engine displacments - 750cc and up (four-strokes); engine cases, cylinders and cylinder heads must be the original material and castings; original electric starter and charging system must be installed and functioning normally at all times on 750-800cc motorcycles and on all fuel-injected motorcycles; the main frame must be originally from an eligible model but may be modified; the main frame and engine must originate from the same manufacturer; the fairing bottom must be constructed as in Superbike for fluid retention; the minimum weight is 375 pounds.

According to a press release issued by Z-Man Motorsports, road racer **Scott Zampach**, who was injured in the NASB Formula USA race at New Hampshire International Speedway, October 6, spoke for the first time from his hospital bed October 28. The hospital had removed a 6mm tracheotomy and replaced it with a smaller 5mm unit Monday and a speech therapist at the hospital plugged the unit and asked Zampach to utter a few syllables, which he did. Later that evening, Zampach had a one-hour conversation with his wife Dinah. Zampach is listed in serious, but stable condition at Froedtert Hospital in Milwaukee, Wisconsin.

Mike Hale back to the Smokin' Joe's Honda team for 1997? It's possible, says team owner Martin Adams. "It used to be that I did the hiring, but nowadays that's done by American Honda," Adams said on Monday, November 4. "I have a say in the hiring of riders, but it's not just me. We've talked to Mike, but so far nothing has been done. Of course, I'd vote to have Mike Hale but it's a case of can we work this thing out financially. There's a possibility." Would the hiring of Hale be at the expense of Steve Crevier, who has another season left on his two-year contract with Honda. "We'd certainly observe that contract," Adams added. "Maybe there would be three bikes, a satellite team... but we're getting ahead of ourselves here because this is only in discussion at this point. The first step is could we meet the financial responsibility that hiring Hale would entail - more bikes, equipment, technical crew, etc?" Hale finished second in the 1995 AMA Superbike National Championship riding a Smokin' Joe's Honda, but moved to Promotor Ducati for what was a disappointing 1996 season in the World Superbike Championship.

The **BMW Battle of the Legends** will come to a close after five years with the running of the final event at Daytona International Speedway in Daytona Beach, Florida, March 3-9. BMW promises that the event will go out in style with several speical events, involving many North American and European motorcycle racing champions who have participated in the BMW Battle of the Legends since its inception nearly six years ago. "We have enjoyed a long and rewarding relationship with AHRMA," said Richard Dampf, the national event/fleet manager for BMW Motorcycles. "And we look forward to continuing our support of the organization through evens such as the popular BMW Pace Ride. Although details for Daytona '97 are still being formulated, we intend to make Motorcycle Week a memorable event for BMW Battle of the Legends fans."

On March 3, 1997, AHRMA and GMA All American Racing will sponsor a **"Tribute to Trackmaster** bike show in the main pit area at the Daytona International Speedway. This event will be open to all Sonic Weld and Trackmaster-framed motorcycles and is being promoted as a way to say thank you to Trackmaster founder Ray Hensley for a lifetime dedicated to motorcycle racing. There is no entry fee other than the standard Daytona admission and a selection of awards will be presented in addition to signed certificates during the day's lunch-break activities. For more information, call 301/872-5260.

According to a press release from **dP Safety School**, both the AFM and CCS will be conducting road races at the Buttonwillow track outside of Bakersfield, California, in 1997. To celebrate this news, dP is making a special group offer available to all riders for a school at the facility. Five riders will make up a group and the cost is $200 each; the person who puts the group together, collects the entries and full deposits and sends them in will receive an additional $25 discount. For more information, call dP at 805/772-8301.

BORN: Angelica Michele Orosco, to dirt tracker Freddie Orosco and his long-time girlfriend Theresa Paul, in Riverside, California, October 25.

BORN: Amber Lynn Erichsen, to former Pro dirt tracker Darrin Erichsen and his wife Brenda, in Westerville, Ohio, September 26.

APPOINTED: Clive Jones as export sales manager for Avon Tyres, Ltd.

OPENED: Class Motorcycle School's home page on the World Wide Web. The site can be found at the following address: http://www.classrides.com.

RESIGNED: Carol A. Stacy from Cycle World magazine after six years as western advertising sales manager. Stacy has started her own company, CAS Communications, "to match partners and sell sponsorships to outside industry corporate clients with motorcycle OEMs, international motorcycle shows, race series, television and on-line services and magazines." Stacy's first client contract is with Advanstar for which she will sell sponsorship for its motorcycle shows. CN

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VOICES
Letters to the editor

I love L.A.

In reply to Debbie Barilla's letter regarding Disney's move to reconfigure Anaheim Stadium (Issue #43, October 30), I must take exception to her remark: "Who wants to go to Los Angeles?"

I read with great nostalgia the back page article in another *Cycle News* chronicling Mike Goodwin's triumph in bringing the first "Supercross" to the L.A. Coliseum back in the early 1970s. As a junior high kid who owned a Yamaha AT1-M, witnessing the event firsthand was the greatest thrill of my life at a time when guys like Robert, DeCoster, Aberg and DeSoto were my heroes. I returned to the Coliseum many years later and enjoyed seeing Stanton steal the title from Bradshaw every bit as much as Marty Tripes' come-from-nowhere win.

The sheer size of the Coliseum venue, the one-of-a-kind peristyle hill and jump and the knowledge of being at the birthplace of Supercross makes a race in L.A. unequaled by any other stadium race in the world. The Anaheim tracks were always slower and less interesting than the Coliseum tracks, and having been at both venues I can say that traffic management at Anaheim was atrocious compared to L.A.

To answer Ms. Barilla, who lives in the bland acultural white stucco and red-tiled planned community of Laguna Niguel, a perfect fit to the Disney view of the world, I say simply, "I love L.A.!" Thanks, Disney.

David W. Kay
Kaydw@envaff.sce.com.

Thanks

The seventh annual Fire and Police Motocross Nationals were held October 14-15 at Glen Helen Raceway. With over 200 firefighters and police officers in attendance, the competition was intense but fun. FPMN President Ed Wilson, an L.A. County firefighter, and his wife Sue, once again put on an excellent racing program along with contingencies and other events. They were assisted by fellow L.A. County firefighter Steve Marquez. We were blessed with fantastic weather and camaraderie throughout the two days.

We would like to thank the following for their support: Ceet, Dole Fresh Fruit Co., White Bros., Pro Circuit Racing, Riverside Brewing Co., Murrieta Motorsports, Langstons Kawasaki-ATK, First Moto Racing, John Burr Cycles, Wiseco, Cathedral City P.D., KTM, Maier, Race Tech, FANAF Co., Chaparral Cycle Supply, Off My Back Screenprinting, TJB Racing, AXO, Circle B Photo and Rick Rapier and Associates. Wood and the rest of the staff at Glen Helen also did a great job in maintaining the course.

Michael V. Dunn
Fire and Police MX Association
Murrieta, CA

Sorry

I'm afraid I threw an emotional tantrum two weeks ago, similar to a three-year-old's kicking and screaming. I found myself frustrated at some occurrences surrounding my voluntary severance from Petersen Publishing Company and my frustration came through in the press release published on the Internet and in *Cycle News*.

After 12 years with Petersen Publishing, I didn't want my emotionally charged words to take away from everything the company has done for me, and I wanted to apologize to anyone I offended. I can't imagine a more wonderful life than I experienced over the past decade with Petersen and America's motorcycle industry.

Nick Ienatsch
Los Angeles, CA

And more thanks

We were pleased to report that the new Team Obsolete Del Mar Road Race was an overwhelming success. It was a challenging circuit, but it was also very safe. There were no injuries and all feedback has been positive.

Many organizations, sponsors and individuals helped to make this event the success it was. Collectively, these parties redesigned and built the track, publicized the event, raised a $10,000 purse and put on a fun and safe race. We wish to express our sincere thanks to: AMA, Cycle World Magazine, Bob Larson, Bob Bishop/the San Diego Antique Motorcycle Club, Bob Sinclair/Cafe Moto, Geoff Hawkins and Paul Lima/G.P. Cycles, *Cycle News*, Megacycle Cams, Works Performance, Motorcyclist Magazine, SoCal Harley Dealers Association, Avon Tires, British Only, Fueling Sports, H.O.G., Mike Cornell, Lockhart-Phillips, Ron Wood Racing Products, Red Line Oil, Vanson Leathers, Roadracing World, Don Emde, Don Vesco, Dave Aldana, Jody Nicholas, Ed Kretz Jr., Paul Goldsmith, Chet Dykgraff, Dick Klamfoth, Dave Roper, Nobby Clark, Gordon Menzie/Graphics Ink, Johnny Isaacs/VDTRA, John Cronshaw, Walt Fulton Jr., Mark Brelsford, Don VanKirk/OMRRA, Chris Agajanian, Chuck Edwall, Bobi Griffin and the Rosamond Flag Team, Bill Fennessy, the Garage Company, Willie G. Davidson, Bill Spencer, AirTech, American Honda, Domiracer, New York Myke, Mike Green, Ken Kopecky and the WSMC, Fred Eaton/Sounds of the Past, Cindy Epasaro, David Smith, Rick Doughty/Vintage Iron, Herb Harris, Gary Nixon, Don Ricard/R.D. Springs, Bob Hansen, John Hays/VROOM, Bill Bartels, George Roeder, Chuck Gilchrist, Leroy Winters, Steve Wright, Curt Clauson, Alex McLean, all the racers who participated and the many on-site volunteers who helped out (any volunteers who didn't receive their T-shirts, please contact G.P. Cycles in San Diego).

Special thanks to Erik Green and Jennifer DiJoseph who worked tirelessly for months.

Rob Iannucci and Sonia O. Ewers
Team Obsolete Promotions
Brooklyn, NY

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INSIDE
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ON THE FRONT COVER

Alan Cathcart compares John Kocinski's Ducati to Troy Corser's. Photo by Kel Edge. Inset: Suzuki's all-new GSXR600. Photo by Tom Riles.

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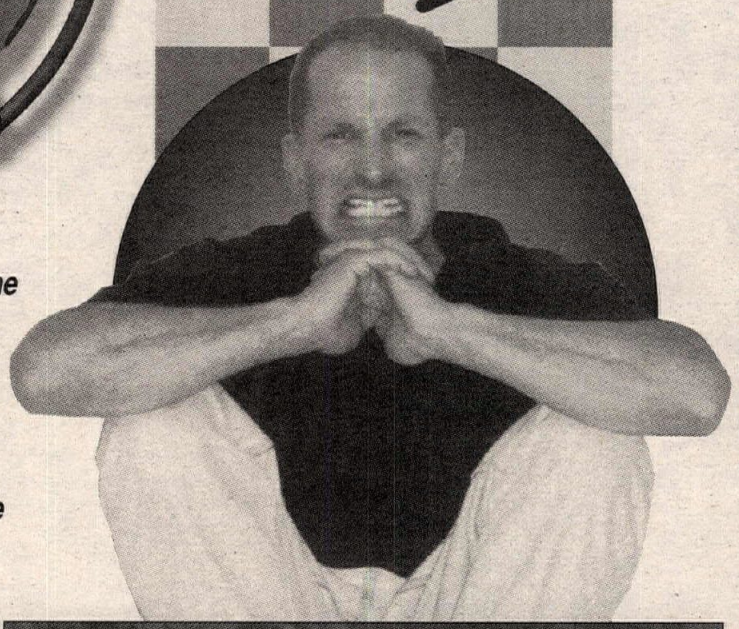

MW2 MOTOWORLD 2 ®

November is a special month on MW2, as Jerry B. enters California's Lodi 100cc National to bump bars with Chris Carr, Rich Oliver and the Bostrom boys. Then – Jerry undertakes the show's second Cable Ace nomination in as many years with the retrospective you've always hoped for – a rock n' roll half-hour of the best MW2 clips in series history. (Three years of footage and counting!)

Although champagne and new number one plates are scarce in November, MotoWorld's racing season never stops. Extensive coverage of the World Supercross tour, the Elsinore Grand Prix and the ProStar World Finals is on the docket. Also – catch our annual road racing wrap up, including all the wins and woes of the season past!

MOTOWORLD
NOVEMBER 1996 SCHEDULE ON *ESPN2*

Original Show Telecast				*Repeat Telecast*		
EASTERN TIME						
11/1	Friday	11:00-11:30PM	&	11/2	Saturday	11:30-12:00PM
				11/5	Tuesday	3:00-3:30AM
11/8	Friday	7:30-8:00PM	&	11/9	Saturday	11:30-12:00PM
				11/14	Thursday	5:00-5:30AM
11/15	Friday	7:30-8:00PM	&	11/16	Saturday	11:30-12:00PM
				11/19	Tuesday	3:00-3:30AM
11/21	Thursday	11:00-11:30PM	&	11/23	Saturday	11:30-12:00PM
				11/26	Tuesday	2:30-3:00AM
11/28	Thursday	7:30-8:00PM	&	11/30	Saturday	11:30-12:00PM
				12/2	Monday	3:00-3:30AM

MOTOWORLD 2
NOVEMBER 1996 SCHEDULE ON *ESPN2*

Original Show Telecast				*Repeat Telecast*		
EASTERN TIME						
11/3	Sunday	5:30-6:00PM	&	11/6	Wednesday	4:00-4:30AM
11/17	Sunday	12:00-12:30PM	&	11/19	Tuesday	3:30-4:00AM
11/30	Saturday	12:00-12:30PM	&	12/2	Monday	3:30-4:00AM

WORLD GP

1996 World Supercross

1996 WORLD SUPERCROSS
NOVEMBER 1996 SCHEDULE ON *ESPN2*

EASTERN TIME			
Fukuoka, Japan (repeat)	11/17	Sunday	7:00-8:00PM
	11/19	Tuesday	2:00-3:00AM
Paris, France (repeat)	11/24	Sunday	11:30-12:30PM
	11/26	Tuesday	2:00-3:00AM

WORLD GP
NOVEMBER 1996 SCHEDULE ON *ESPN*

EASTERN TIME			
Rio de Janeiro	11/2	Saturday	1:00-2:00AM
Eastern Creek (repeat)	11/15	Friday	12:00-1:00AM

NOVEMBER 1996 SCHEDULE ON *ESPN2*

EASTERN TIME			
Eastern Creek	11/5	Tuesday	4:00-6:00AM

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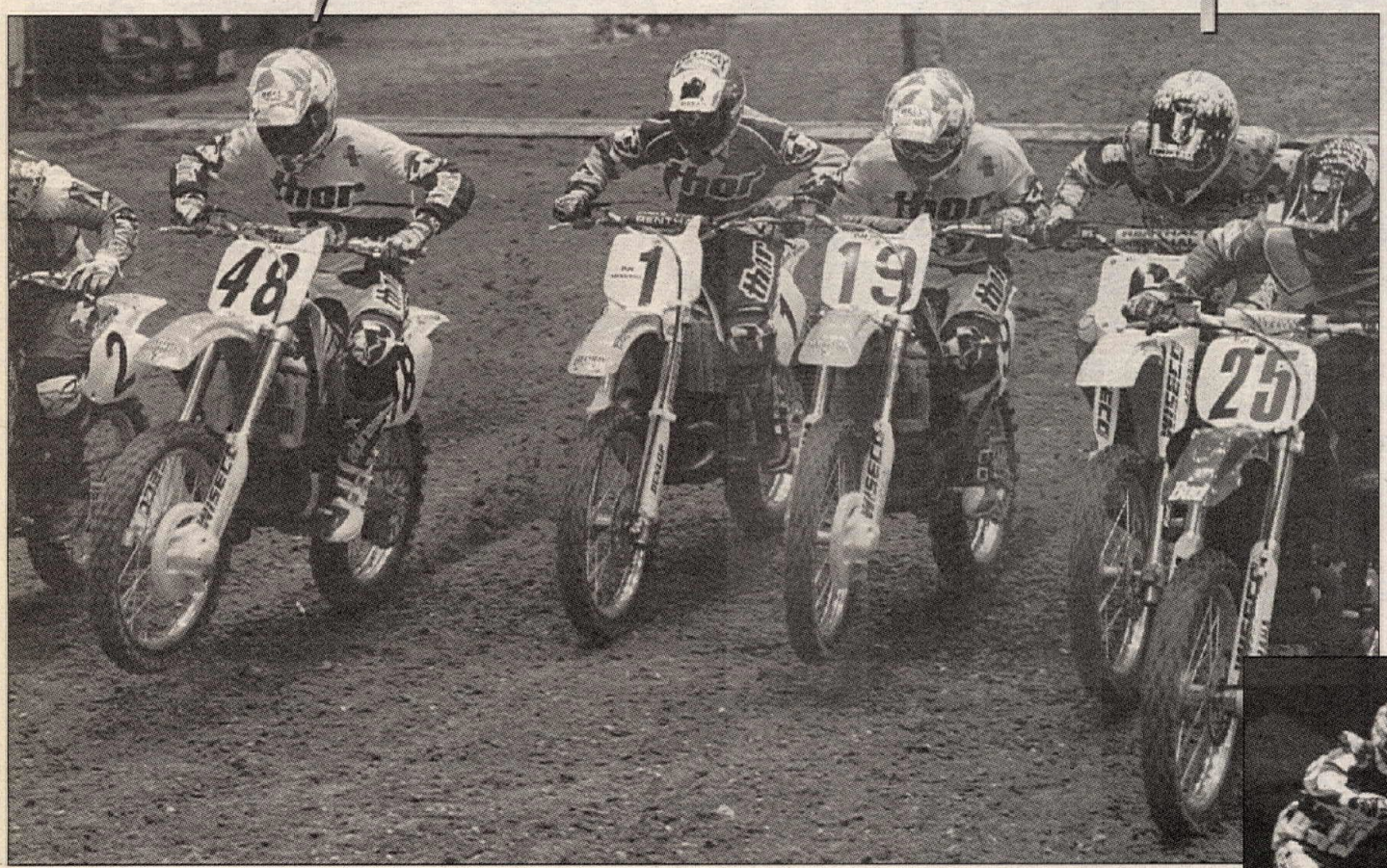
Rounds 1 & 2: Veterans Memorial Auditorium

Palmer, Pederson crank up winter heat



(Above) The key players: Denny Stephenson (48), Jimmy Gaddis (1), Buddy Antunez (19), Cliff Palmer (partially hidden) and Chad Pederson (25) battled for supremacy at the opening rounds of the AMA/PJ1 National Arenacross Series openers in Des Moines, Iowa.
(Right) Palmer (6) leaps over Stephenson (48). Palmer scored the first three wins of the series, earning a sweep on Friday and the 125cc main event win on Saturday.

By Scott Rousseau
Photos by Kinney Jones

DES MOINES, IA, NOV. 1-2

The onset of winter in America's heartland did little to quell the hot throttle hands of F&S Suzuki's Cliff Palmer and Atomic 22/Chaparral/Yamaha's Chad Pederson as the duo ushered in the PJ1 National Arenacross Series opening weekend with victories at Veterans Memorial Coliseum.

Unlike many of his competitors, Palmer showed up to the race in shape and with an abundance of testing under his belt. It paid off as the Oklahoma rider swept the competition in convincing fashion during the series opener Friday and then bolstered his points lead with another big win in the 125cc class Saturday.

"At the beginning of the year, I was probably as nervous as anyone else," Palmer said after taking the 125cc win Saturday night. "But I couldn't ask for any better than this. We know we can't win them all, but we're going to try to keep getting on the podium. That's what helps you win the championship.

As it turned out, Palmer didn't win them all. Pederson, who hails from nearby Fort Dodge, Iowa, spoiled Palmer's chances for a perfect weekend by electrifying his home state fans with a brilliant holeshot which he parlayed into an equally commanding victory in the 250cc class Saturday. Pederson's nearest competition was Palmer, who finished several lengths behind the Iowan at the end of the 20-lap main. It was an excellent way to cap a sometimes-frustrating weekend for Pederson, who earned a fourth and a second Friday followed by another runner-up finish to Palmer in the 125cc race Saturday.

"Someone had to do it (beat Palmer)," Pederson said. "Last year Gaddis won all four races at some of these. That's hard to do. The first race, everyone is still feeling out their bikes, but the races will get tighter. Then it's all who's on for the weekend."

Also turning in excellent performances during the weekend were reigning series champion Jimmy Gaddis on his Thor/Team Kawasaki KXs, Team Thor/Honda/Primal Impulse teammates Buddy Antunez and Denny Stephenson and former series champion Grayson Goodman, who was aboard MSR/Oakley/Jeff Long Graphics Suzukis. Gaddis turned in second- and third-place finishes in the 125 and 250cc mains Friday and then came back to score a fifth in the 250cc final Saturday. With his team debuting the 1997 Honda CR250 in AMA National competition (see Briefly), Antunez scored three third-place finishes.

"We'll be fighting for the series championship, so don't count us out," an encouraged Antunez said Saturday. "Our bikes worked a lot better tonight, and they're only going to get better. I think that I've caught on to the speed that these guys go. All in all, it's good, exciting racing."

A consistent Stephenson did no worse than fifth all weekend. Goodman got consistently faster as the weekend progressed, nailing down solid fourth-place finishes in Friday's 250 and Saturday's 125cc main before slipping to sixth in the 250cc main Saturday after stalling while running fourth.

FRIDAY

After a red flag halted the original start, defending champ Gaddis jumped into the lead on the restart of the 16-lap 125cc main event Friday, leading Stephenson, Palmer, Pederson and Antunez through the Kawasaki Rockers on the opening circuit. Palmer quickly drew up on Stephenson and hounded him for the three laps while Gaddis attempted to break away from the pack. Antunez found his way past Pederson in the horseshoe turn at the end of the rockers before the Budweiser Catapult to take over the fourth spot. Further back, Team Green/Pro Circuit/Fox's Andy Bowyer and Team Yamaha/SCR's Jeromy Buehl were engaged in a similar battle.

Palmer diced back and forth with Stephenson before finally putting him away after choosing an outside line through the rockers to take second on lap six. Palmer then wicked it up and pulled into Gaddis' wake. Despite clearly being the fastest through the rockers, the Oklahoman made the money pass in the PJ1 triples with a double-single maneuver over the obstacles when Gaddis opted to single the first jump on the seventh lap. From there, Palmer pulled away steadily, crossing the line a full straightaway ahead of Gaddis.

"I just felt real fluid and smooth, and I just had a lot of confidence," Palmer said. "My dad and I did a lot of testing, and we were really prepared for tonight. I feel I'm in better shape than half the guys out there. I just want to come back tomorrow night and repeat and build a big points lead."

"I got a good start out of the gate," said Gaddis, who is still recuperating from a bronchial infection. "I'm happy with this finish - for the first one. But I think we're going to have to work on some new lines through the rockers and turn a few clickers. We broke in our bikes here tonight."

Antunez wound up finishing third, getting by the fading Stephenson with an inside move in the left-handed sweeper that poured the riders onto the start/finish straight and then almost passing Gaddis for second only to come up short at the checkered flag.

"That wasn't too bad, but I felt like I should have done better," Antunez said. "I need to get better starts, so I'll work on that in the 250s."

Stephenson slid back one more position before the finish, carding a fifth behind Pederson.

Palmer corrected his only weakness in the 125cc main - that being a poor start - by ripping the holeshot in the 250cc main and blowing through the rockers to gain a huge advantage over Gaddis, who was followed by a tight pack containing Antunez, Goodman, Stephenson, Pederson, Suzuki of Gastonia's Jim Chester and Ajax Kawasaki's Trey Owens. Palmer would never be threatened for the remainder of the race.

Meanwhile, Stephenson stuffed his way under Goodman in the right-hander before the PJ1 Triples for fourth, but Pederson was also in the fray, and before the lap was complete, Stephenson found himself back in sixth behind Goodman and Pederson.

Antunez did make forward progress, however, as he managed to overtake Gaddis for the runner-up spot. Pederson, too, was on the move, as he flew past Gaddis over the Budweiser Catapult, dropping the champ to fourth on lap 13. Pederson picked up second place after Antunez dropped his bike in the corner before the start/finish line, but by the time the Iowan inherited the position, Palmer was long gone.

"I just kept riding, and everyone else was getting tired - except for Palmer," Pederson said. "I'm satisfied, but I'd like to win. I'm not out here to get second place."

Gaddis rolled in third ahead of Goodman and Antunez.

"This is going to be a tough series," Gaddis said. "It's going to be good."

SATURDAY

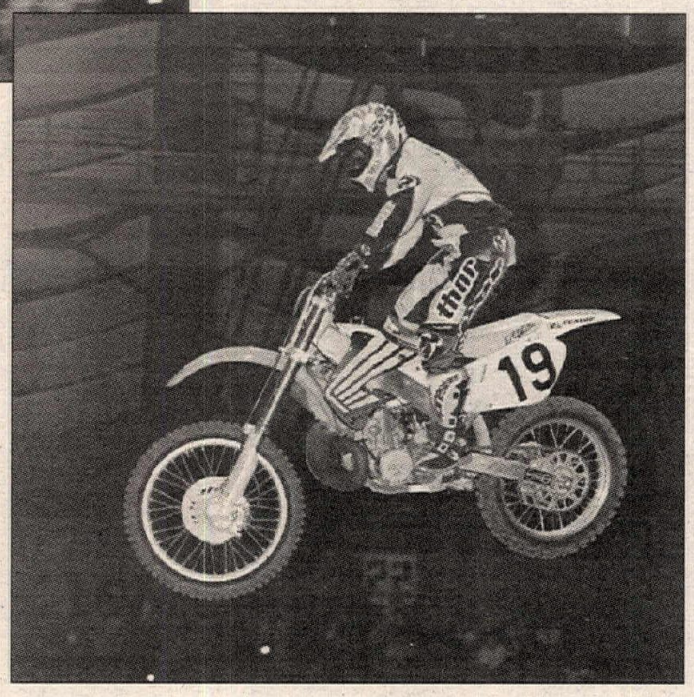
The level of competition appeared to improve Saturday. Pederson got the drop on the field in the 125cc main event and led a more aggressive, more tightly bunched pack of riders into the rockers. One of those riders was Gaddis, but the champion's race came to an early end as he crashed in the rockers and exited the race. In his absence, several riders took up the chase, including Palmer, Stephenson Antunez, Goodman, Buehl and Team RRP/Acerbis/Suzuki rider Ty Wallace.

Palmer wasted no time in catching Pederson and he began to show the leader a wheel in the corner before the Budweiser Catapult on several successive laps. Palmer continued to push Pederson and finally pulled the winning move, an inside pass up the start/finish straight, on lap seven.

"We've been testing so hard for the last two weeks," Palmer said. "I've even got me a bulldozer, and we built an arenacross track. I just wanted to come out here and surprise everyone. I think we did that. I don't think they expected me to do too well."

Pederson fell into line as the field spread out, with Antunez, Stephenson and Goodman maintaining an even two-length spacing among themselves. Goodman was the only rider to make a pass among the front-runners for the rest of the race as he got by Stephenson for fourth. Despite losing sight of Palmer, Pederson stayed in charge mode for the rest of the race to take second place, staving off an equally aggressive Antunez.

(Above) Local boy makes good: Pederson wowed his fellow Iowans as he whipped up a victory in the 250cc main event on Saturday. (Right) Along with Stephenson, Antunez debuted the 1997 Honda CR250 in AMA National competition. Antunez was fifth on Friday and third on Saturday in the 250cc class.



"I'm Mr. Second Place," a disappointed Pederson said. "I was riding a little bit tight at the beginning, and Cliff was riding really well. We had a pretty tight battle. I saw Buddy's wheel a couple times there."

"I hope the fans enjoyed that one," Antunez agreed. "We all had a clean race, and I think we all had fun."

Goodman finished with another fourth ahead of Stephenson.

Pederson mimicked Palmer's start in the 250cc main, and the crowd roared its approval as he stormed down through the rockers to establish the pace ahead of Palmer, Stephenson Antunez, Goodman, a recovered Gaddis, and Buehl. Palmer did his best to catch the fleeing Pederson by attempting several different lines around the track, including a tight inside approach to the Budweiser Catapult.

"I think I was picking up time there," Palmer said. "The dirt was still real moist, and I could get pretty good traction. It was working pretty good for me."

But try as he did, Palmer could not make up any ground on Pederson, and he would have to settle for second place when all was said and done.

"I think Chad was just riding real good," Palmer said. "He rode flawless. We were real, real equal. I was just waiting for him to make a mistake. He didn't make one."

Lappers were the only thing slowing down Pederson, but the Iowan kept the same torrid pace throughout the 20-lap event.

"I could hear him," Pederson said of Palmer. "Then when he first got slowed up by lappers, I could see him. It was a pretty close race, and I was real nervous at first. There was a line through the whoops that I liked to take, but so did everyone else. That made it hard to get by the lappers sometimes."

Further back, Antunez was having a tough time getting by Stephenson, but he finally made a move for third place down the start/finish straightaway on lap 11, electing not to force the issue.

"Denny was riding real good in the opening laps," Antunez said. "I didn't want to try and run it in on a teammate - it's too early in the season for that - so I sat back and waited for him to make a mistake."

Goodman tried to challenge Antunez for third, but it wasn't to be as the Texan stalled his Suzuki in the late going and lost two places in the process, finishing sixth behind Stephenson and Gaddis. CN

Veterans Memorial Auditorium
Des Moines, Iowa
Results: November 1-2, 1996
(Rounds 1 & 2 of 26)

Friday

125: 1. Cliff Palmer (Suz); 2. Jimmy Gaddis (Kaw); 3. Buddy Antunez (Hon); 4. Chad Pederson (Yam); 5. Denny Stephenson (Hon); 6. Shawn Morgan (Kaw); 7. Andy Bowyer (Kaw); 8. Todd DeHoop (Yam); 9. Mike Katin (Hon); 10. Cory Keeney (Yam); 11. Isaiah Johnson (Kaw); 12. Jim Chester (Suz); 13. Jeromy Buehl (Yam).

250: 1. Cliff Palmer (Suz); 2. Chad Pederson (Yam); 3. Jimmy Gaddis (Kaw); 4. Grayson Goodman (Suz); 5. Buddy Antunez (Hon); 6. Andy Bowyer (Kaw); 7. Denny Stephenson (Hon); 8. Jeromy Buehl (Yam); 9. Trey Owens (Kaw); 10. Jim Chester (Suz); 11. Charles Dunaway (Kaw); 12. Cory Keeney (Yam); 13. Jeff Hedden (Suz); 14. Cliff Adoptante (Suz).

50 SUP: 1. Cody Gilmore (Cob); 2. Tanner Moore (Cob); 3. Zachary Keeing (Cob); 4. Justin Rumpca (Cob); 5. Chad Blank (LEM); 6. Louis Geilenfeldt (Cob); 7. Jesse Gildea (LEM); 8. Jered Sitz (KTM); 9. Zachary Swim (Yam); 10. Ronnie Morgan (Act); 11. Cody Clark (Cob); 12. Jacob Lee Moszueda (Cob); 13. Robbie Ogden (KTM); 14. Alex Malott (KTM).

Saturday

125: 1. Cliff Palmer (Suz); 2. Chad Pederson (Yam); 3. Buddy Antunez (Hon); 4. Grayson Goodman (Suz); 5. Denny Stephenson (Hon); 6. Jeromy Buehl (Yam); 7. Cory Keeney (Yam); 8. Brad Woolsey (Kaw); 9. Shawn Morgan (Kaw); 10. Ty Wallace (Suz); 11. Jim Chester (Suz); 12. Andy Bowyer (Kaw); 13. Trey Owens (Kaw); 14. Jeff Hedden (Suz).

250: 1. Chad Pederson (Yam); 2. Cliff Palmer (Suz); 3. Buddy Antunez (Hon); 4. Denny Stephenson (Hon); 5. Jimmy Gaddis (Kaw); 6. Grayson Goodman (Suz); 7. Todd DeHoop (Yam); 8. Shawn Morgan (Kaw); 9. Andy Bowyer (Kaw); 10. Mike Katin (Hon); 11. Andy Bowyer (Kaw); 12. Cory Keeney (Yam); 13. Brad Woolsey (Kaw); 14. Charlie Dunaway (Kaw); 15. Trey Owens (Kaw); 16. Jim Chester (Suz).

50 SUP: 1. Cody Gilmore (Cob); 2. Louis Geilenfeldt (Cob); 3. Mike Mitchell (Cob); 4. Justin Rumpca (Cob); 5. Chad Blank (LEM); 6. Jesse Gildea (LEM); 7. Zachary Keeing (Cob); 8. Ron Mitchell (Cob); 9. Jered Sitz (KTM); 10. Jade Dungey (LEM); 11. Alex Malott (KTM); 12. Ronnie Morgan (Act); 13. Cody Clark (Cob); 14. Michael Nichol Jr. (Cob); 15. Jacob Lee Moszueda (Cob).

AMA/PJ1 NATIONAL ARENACROSS SERIES POINTS STANDINGS (After 2 of 26 events): 1. Cliff Palmer (78/3 wins); 2. Chad Pederson (71/1 win); 3. Buddy Antunez (62); 4. Denny Stephenson (55); 5. Jimmy Gaddis (51); 6. Grayson Goodman (43); 7. Jeromy Buehl (41); 8. Andy Bowyer (40); 9. Cory Keeney (35); 10. Shawn Morgan (33).

Upcoming Rounds:
Rounds 3 & 4 - Albany, NY, November 8-10
Rounds 4 & 5 - Philadelphia, PA, November 15-17

Briefly...

Team Thor/Honda/Primal Impulse riders **Buddy Antunez** and **Denny Stephenson** will go down in the books as the first riders to compete aboard 1997 Honda CR250s in AMA National competition as the duo rode a pair of the aluminum perimeter-framed machines in Des Moines. Both riders appear to be quite happy with the machines, commenting that the power they produce is excellent. "There's still more work to be done, though," Stephenson said. "I ended up riding the exact same suspension settings as last night. It was a little too harsh. But we can't thank the guys at Pro Circuit, Ed (Antunez's mechanic) and my dad enough. We just got the bikes, and they really hurried to get everything prepared for us."

Stephenson and Antunez weren't the only riders debuting new equipment at Des Moines. One of the more interesting combinations was last year's number-three finisher **Todd DeHoop**, who has switched from his F&S Suzukis to **Yamaha of Troy** YZs. "It's something new just for arenacross," DeHoop said. "It's just me. I got them three weeks ago, and they seem to be really good. I just have to get used to them because of their different structure. I've only ridden them a total of 45 minutes." DeHoop had a tough weekend, with his best finish being a seventh in the 250cc main event Saturday.

Jeromy Buehl has put together backing from **Yamaha** for his 1996-97 National Arenacross effort. "That's a real boost of confidence," said Buehl, who was last year's runner-up. "I'm just going to take what happened to me last year and learn from it. I was leading the whole first half and then had one bad race. There are four races in one weekend at an arenacross. I want to do the best I can to stay in the winner's circle, and hopefully we can put together a championship."

Cycle World Editor **Jimmy Lewis** contested Des Moines aboard a pair of Thor/Kawasakis but failed to make the mains on either night despite turning respectable performances in his qualifiers and semis. "It was like this," Lewis said. "I could come here and cover the story, or I could ride and cover the story. So I'm going to try and ride. I jumped the big double. I'm stoked."

Denny Stephenson took the time to explain the biggest differences between arenacross and supercross. "The tracks are 30 seconds long, and the pace is a little more intense, but not that much because pretty much everyone goes full throttle at supercross now," said Stephenson, who swept the second night of competition in Des Moines last year. "The only thing that is bigger is the purse, and that's why we're here. There is a $100,000 point fund here. That's what we had in supercross last year. There's a lot of promoters who could learn something from Mike Kidd."

Denny Stephenson won the five-lap Dash for Cash, which is open to the five fastest qualifiers, Friday. Stephenson collected $450. **Chad Pederson** won Saturday's dash and pocketed $550.

Kevin Crine won Friday's Big Tomato Pizza jump-off, but it proved to be a costly victory. The F&S Suzuki rider lost control of his motorcycle after failing to pull off a no-legged can-can and crashing over the turn at the end of the Budweiser Catapult. Crine reportedly suffered a broken kneecap and damaged patella tendon and underwent lengthy emergency surgery to repair the damage in a Des Moines area hospital. There was no word as to how long he might be out of action.

Thor/Team Kawasaki's **Andy Bowyer** collected the $200 first prize in Saturday's jump-off by pulling off a no-handed landing from the Budweiser catapult. "It's easier than it looks," Bowyer said. "But the crowd loves it."

Chrome Horse/Peteus Construction/Eville Racing's **Cody Gilmore** stormed to both 50cc support main events during the weekend, leaving the competition far in his wake each time. Perhaps even more impressive than the young Iowan's performances was his team transporter, a 40-foot tandem-axle Kenworth that dwarfed the rigs of the top 125cc and 250cc competitors.

ZITTERKOPF SPEAKS LOUD AND CLEAR

(Above) After winning the AMA National Hare & Hound title at the last event, Team Green's Greg Zitterkopf came out and smoked the field at the final round of the series in Lucerne Valley, California. (Right) Team Green's Dave Ondas finished a minute behind Zitterkopf, earning second overall, and won the Open Expert class. (Below) Honda's Jeff Capt had to battle all the way to the finish to take third overall and the Four-Stroke Expert win.

By Matt Freeman

LUCERNE VALLEY, CA, OCT. 27

Despite losing his silencer halfway through the race, newly crowned National Hare & Hound Champion Greg Zitterkopf wrapped up the series with an overall win at round seven in Lucerne Valley, California.

Zitterkopf, who clinched the overall title at round six in Reno, Nevada, and the Vet class title a round earlier in Yerington, Nevada, had virtually nothing to lose coming into round seven, which was hosted by the 100's MC.

The 100's laid out an 82-mile course for the 352 racers that consisted of a very fast 40-mile first loop and a fairly virgin 42-mile second loop. After two hours of racing, Zitterkopf and his KX500's nearest rival was Kawasaki teammate Dave Ondas, who turned a sixth-place start into a run for the lead.

"I got something like a sixth-place start to the bomb and made up a spot right away when some guy fell in front of me," said the KX500 racer Ondas. "Between 10 and 15 miles out is when I finally passed everyone to take second."

The only one Ondas didn't pass while he was working his way up was Zitterkopf, who had to do a little catching up of his own at the end of the long uphill bomb.

"I screwed up at the start and lined up way too far to the right," Zitterkopf said. "I was third at the end of the bomb, but the wind blew down a marking and first and second place kept going straight, but I saw the turn and just went on by them."

With the race only five miles old, Zitterkopf had taken the lead with Arizona's Destry Abbott, 250cc leader James Summers and Honda's Jeff Capt not far behind leading the Four-Stroke class.

"I got a great start and was first to the bomb," said an excited Abbott, who races the Open class on a KTM360. "I've never led a national before. About five miles out, I got huge arm pump, and that's where Greg (Zitterkopf) passed me."

Not everyone got the start of their life, unfortunately. Vet-class racer Abe Baumann got an unusual two-kick start, as did Team Green 250cc pilot Donnie Book.

"I got the worst start I've ever had," said Book, who made the trip from Colorado to race. "I was probably 50th to the bomb, but I just rode real hard the first loop and caught a lot of people."

As the wide-open first loop went on, a lot of tight racing appeared within the dust as 250cc racers Steve Hengeveld, Nick Pearson, Brian Brown, Oakley Lehman and John Spaeth all rocketed through the first loop with no less than a minute separating the group. Chasing the lead of Summers, it was Hengeveld and Brown who diced the closest all the way through the loop.

"I was trying to keep up with Steve (Hengeveld)," said Idaho resident Brown. "We diced a lot off the start."

Less than 40 minutes after the start,

Zitterkopf entered pit row with Ondas less than a minute back. Capt held on to the four-stroke lead in third overall, followed by Summers and Abbott, who had watched his best National start get progressively worse when he managed to crash more than once in the first 10 miles.

What came behind Abbott in the pits looked like the main event in an AMA Supercross. The 250s of Hengeveld, Brown, Lehman, Spaeth, Book and Pearson all gassed up within two minutes of one another. Not far behind was usual Senior class leader Rex Staten aboard a KX500 and 250cc Vet Yamaha pilots Keith Cunningham and John Rudder.

Working his way up from a 20th-place start, 125cc defending champion Jimmy Lewis pitted in 13th place, first in class on a TM 125 that he had seized Saturday while practicing the bomb.

"The whole loop was fast," said Lewis, who had no competition anywhere in sight.

Things got choppy on the second loop, and it was not just the terrain.

"Just a mile out of the pits my muffler broke," Zitterkopf said. "I tried to pull it off when I was riding, but it wouldn't come off. Two guys from Pro Circuit were out on the loop watching, so I stopped and asked them to pull it off. They pulled on it till it came off and I just rode the rest of the race without it."

(Above left) John Rudder took his Yamaha to 11th overall and second behind Zitterkopf in the Vet Expert class. (Above right) The enduring Rex Staten had a good day, winning the Senior Expert class and finished a solid 14th overall. (Below) KTM's Destry Abbott led his first National for a while before dropping back to fourth overall at the finish.

While Zitterkopf was wrestling with his silencer, Ondas was making up time.

"On the second loop, I came within 100 feet of Greg (Zitterkopf)," said Ondas, who spent the entire loop chasing his teammate through the virgin cross-grain of Lucerne Valley.

Zitterkopf was not the only one with problems. Many riders had to call it a day when they were not even able to leave pit row to tackle the second loop. Jon Parks, who was in the running for a top 20 finish, could not get his CR250 to shift into gear after gassing up. Team Green-backed Dana Van Stee had problems with his KX125. Rudder gained his usual 250cc Vet lead a few miles after the pit as Cunningham pulled off the trail with a broken frame.

Some riders did not even make it through the first loop. KX500 rider Jason Higgins was taken out by another rider and knocked silly. The 250cc Amateur front-runner, Joey Lanza, crashed hard in the dust, bending up his Kawasaki beyond repair.

Many riders who made it onto the second loop found out it was not as easy as the first. Book injured an already-tender shoulder when he wadded up his KX right after passing Dan Richardson and his CR500. As a result, Richardson passed him back, as did Pearson and KTM's Jim Gray.

Baumann had a tough time of it when he fouled two plugs and the pin fell out of his steering dampener rod.

"I had no stabilizer and it was very fast and choppy out there," said Bauman, who lost many positions due to his hardships. "I felt like I was racing a shopping cart."

The 250cc dogfight up front paid off for Hengeveld when Summers got a flat and had problems reading course markings due to the strong winds. Brown, Pearson, Lehman, Book and Spaeth all would eventually get around Summers, continuing their dog-eat-dog jaunt through loop two.

The hungriest rider on the loop was Gray, who rocketed his KTM250 past Book, Richardson, Spaeth and Pearson before running out of gas just a few miles from the finish.

"I got by Richardson and Book," Pearson said. "After that, Gray went by me and then he just tipped over, so I passed him back. He ran out of gas."

Capt, Abbott and Hengeveld tangled all the way to the finish.

"Abbott passed me in some tight stuff right before we got into the valley that led to the finish," said Capt, who lost third gear on his XR628 in the middle of the race. "I just gassed it when we got into the flat and passed him back."

"It was me, Jeff (Capt) and Steve (Hengeveld) the whole way to the finish," Abbott said.

An hour and 10 minutes after leaving pit row with a silencer, Zitterkopf took the checkered flag with the fanfare of an ear-piercing exhaust. Ondas finished exactly one minute behind the new champion, taking the Open honors since Zitterkopf rides in the Vet class.

"It was a good race," Zitterkopf said. "The second loop had a lot of virgin stuff. After I got my muffler off, I just rode the rest of the race. The club did a real nice job."

Capt's last-ditch effort to shake Abbott earned him third overall and first Four-Stroke. Hengeveld followed, taking the 250cc honors aboard his KX.

"I had to pass a lot of 250s and Open bikes today," Hengeveld said. "In the pit they told me I was in second, so I just rode as hard as I could." Hengeveld's strategy worked as he put some distance between himself and the onslaught of Brown, Pearson, Lehman, Richardson and Book, who rounded out the top 10.

Both Staten, who finished 14th, and Lewis, who dropped to 19th overall, held on to their class leads without challenge.

"I own the 125cc class," said Lewis, even though he secretly admitted that he was riding with less than full luster toward the end. CN

100's MC National Hare & Hound
Lucerne Valley, California
Results: October 27, 1996 (Round 7 of 7)

O/A: 1. Greg Zitterkopf (Kaw); 2. Dave Ondas (Kaw); 3. Jeff Capt (Hon); 4. Destry Abbott (KTM); 5. Steve Hengeveld (Kaw); 6. Brian Brown (Kaw); 7. Nick Pearson (KTM); 8. Oakley Lehman (Yam); 9. Dan Richardson (Hon); 10. Donnie Book (Kaw); 11. John Rudder (Yam); 12. John Spaeth (Kaw); 13. Casey Longman (Hon); 14. Rex Staten (Kaw); 15. James Summers (Yam); 16. Abe Baumann (Kaw); 17. Tommy Ady (Kaw); 18. Paul Schafer (Kaw); 19. Jimmy Lewis (TM); 20. Jim Gray (KTM).

OPEN EX: 1. Dave Ondas (Kaw); 2. Destry Abbott (KTM); 3. Dan Richardson (Hon).

250 EX: 1. Steve Hengeveld (Kaw); 2. Brian Brown (Kaw); 3. Nick Pearson (KTM).

125 EX: 1. Jimmy Lewis (TM); 2. Aron Aragon (Hon).

4-STRK EX: 1. Jeff Capt (Hon); 2. Paul Pitts (ATK).

VET EX: 1. Greg Zitterkopf (Kaw); 2. John Rudder (Yam); 3. Abe Baumann (Kaw).

SR EX: 1. Rex Staten (Kaw); 2. Steve Pitts (ATK); 3. Scott Anderson (Yam).

OPEN AM: 1. Eron Boyer.

250 AM: 1. Beau Hayden.

125 AM: 1. Morgan Crawford.

4-STRK AM: 1. Mike Sandoval.

VET AM: 1. Mike Johnston.

SR AM: 1. Ken Maw.

Briefly...

In the 11 years that the AMA has promoted the National Hare & Hound Championship Series, there have only been three crowned champions, including **Greg Zitterkopf**. **Dan Smith** held the throne from 1986-90 and the late **Danny Hamel** graced the crown from 1991-95.

With the **SCORE Baja 1000** just two weeks away from round seven, there were many noticeable absences from Lucerne. Honda's **Johnny Campbell** and Team Green's **Paul Krause** and **Ty Davis** were not on hand for the season finale. Krause already had wrapped up the Open title at Reno and Davis was defending his National Enduro crown in a must-win situation in Delaware (which he has since lost, pending a protest. See National Enduro story in this issue for details).

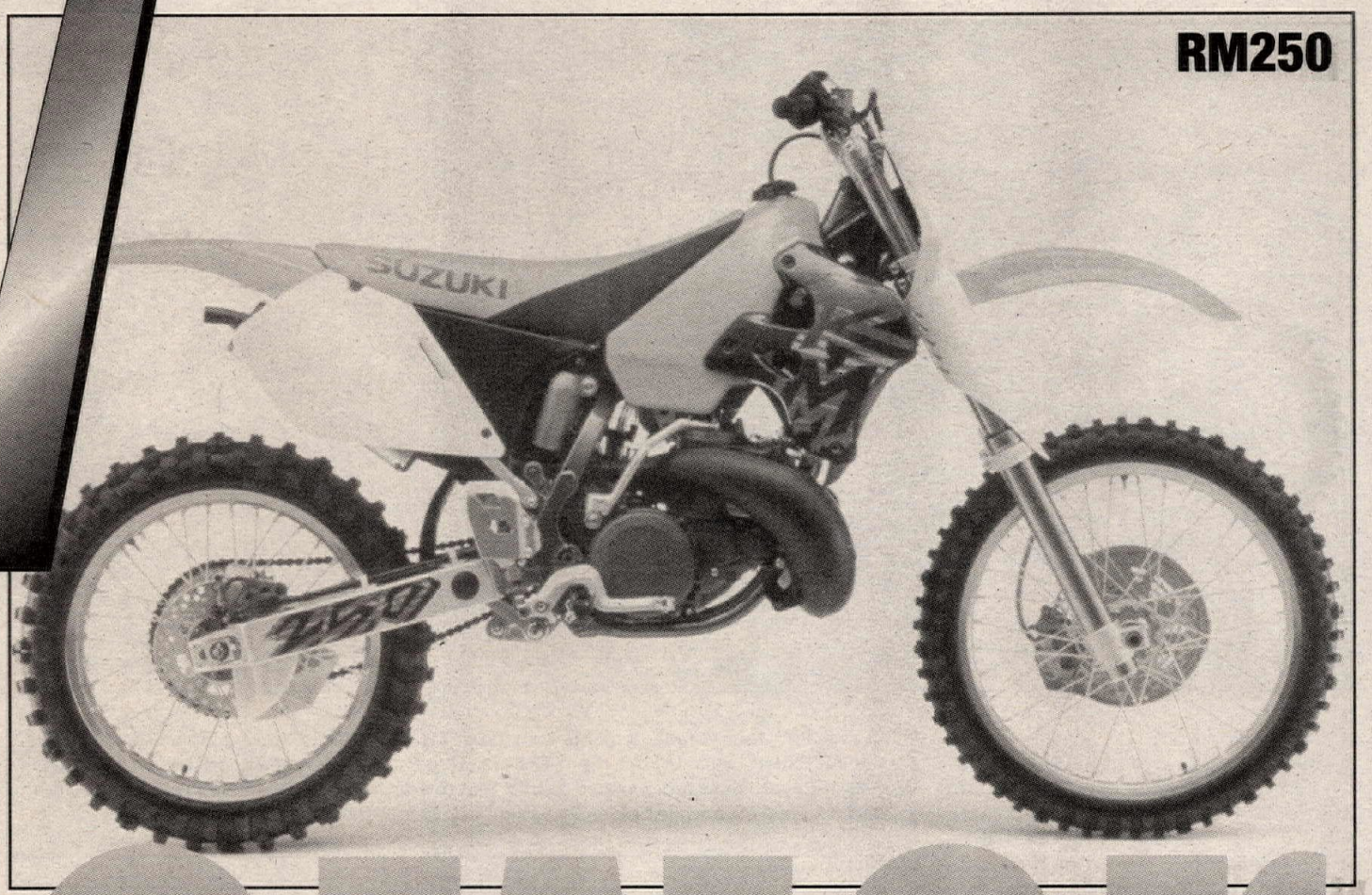
Nick Pearson was one of the factory-backed KTM racers who already was riding a 1997 model. "This was only my second race on this bike," Pearson said of his '97 KTM 250SX. "I like it a lot. It works really well." Just minutes after Pearson finished the race, KTM's team manager, Scot Harden, made a mad dash through the crowd toward Pearson's fuel line with an empty sports bottle. Harden was not attacking Pearson; he was trying to get gas to his KTM teammate Jim Gray, who had run out of gas before the finish. The scramble worked, kind of. It salvaged Gray a 20th place overall.

The TM 125 that **Jimmy Lewis** raced had been raced by another rider in Finland at this year's Six Days. It must have been jetted for Finland because it seized momentarily Saturday while Lewis was practicing the super-fast bomb run. For Sunday, Lewis fattened up the main jet a few sizes and made a go of it. Having seen the damaged piston, it's amazing he finished.

Rex Staten almost did not make it to the starting line on time. "I just started this new parts trailer deal where I'm selling stuff," the Rocket said. "Ten minutes before the start, I've got three guys wanting me to change their tires." Staten managed to make the start, and his new Rocket Rex Racing parts trailer conducted a lot of business. All weekend long, the trailer was busy with racers sparing no expense to make it to the finish.

Staten was not the only one in Lucerne offering race support. **Team Green Kawasaki** and **KTM** both had several box vans offering rider assistance. FMF and Pro Circuit also had technical service and parts on hand.

97 RM 250



Inspired By DeCoster-Built To Win

Power

The RM250 engine has a new 2-piece sliding valve AETC system and refined porting, helping produce the precisely controllable power delivery that lets you explode out of corners and find traction whenever you need it. All the while delivering the top-end kick you need for the fastest tracks.

At Suzuki we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. The RM series motorcycles are for closed-course competition use and related practices only. RM motorcycles do not meet U.S. EPA noise standards for off-road riding. Please ride your RM only in sanctioned closed course events and related practices.

RM 125 · RM 80

SUZUKI

See The RMs At These Participating Suzuki Dealers

Holeshot Control

The Start Of Something Big

The RM is also responsive and well-suspended. Its slim and sturdy chassis is computer-designed and race-proven. Its suspension, with nearly 11 inches of travel front and rear, responds smoothly to small bumps yet offers outstanding resistance to bottoming over jumps. And, with hydraulic disc brakes front and rear, it provides consistent feel and powerful stopping ability on slick or muddy tracks.

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The Suzuki RM125 is designed to give you the edge by excelling in real-world conditions. When it comes to putting power to the ground, the RM flat-out can't be beat. With its double-oval AETC valves, refined porting, ideally designed exhaust pipe and multi-vented carburetor, it produces extraordinary low- and mid-range power that lets you grab traction and hold it coming out of corners.

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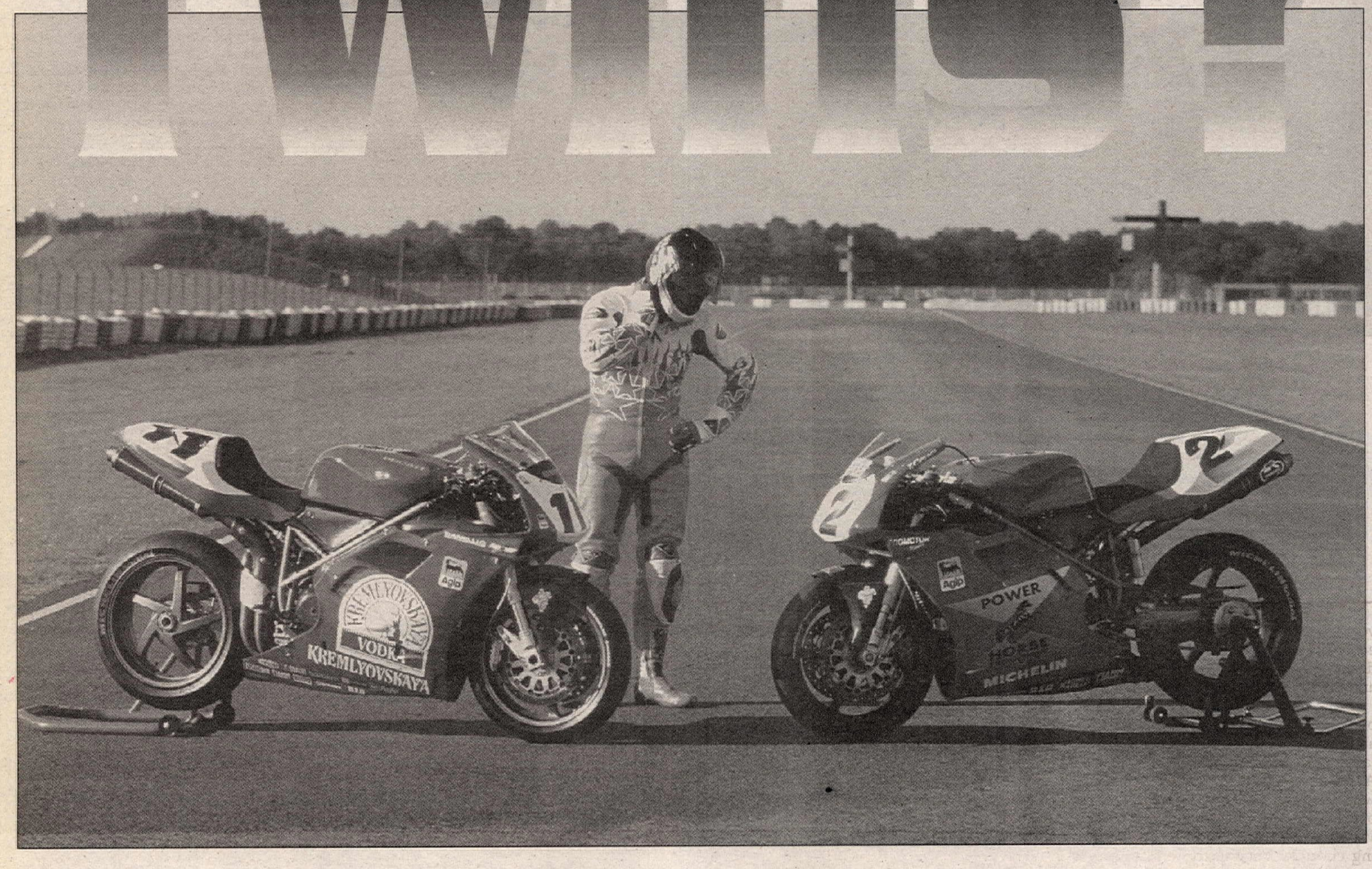
Troy Corser's and John Kocinski's Factory Ducati 996cc Superbike Comparison

Twins?



By Alan Cathcart • Photos by Kel Edge and Guus van Goethem

Doohan and Criville, Hill and Villeneuve, Slight and Fogarty, Corser and Kocinski. 1996 was the Year of the Teammate, when your closest rival was the guy on the other side of the pit garage, with a bike or car identical to yours. Except - Troy Corser and John Kocinski weren't ever really teammates; this year, they just happen to have been riding apparently identical works Superbikes, supplied by the Ducati factory but to two rival teams.

The same motorcycle - or different? Only one way to find out. So with the cooperation of Troy's Power Horse-sponsored Promotor equipe managed by Davide Tardozzi, John's Kremlyovskaya Vodka-backed Virginio Ferrari team and the Assen track management headed by former journalist Hans van Loozenoord, I spent the day after the Dutch round of the 1996 World Superbike Championship on course work any student of motorcycling would covet: compare and contrast the two factory desmos heading Ducati's efforts to retain their World Superbike crown in the face of Honda's determined onslaught on four-stroke bike racing's ultimate prize.

Mind you, the day before I had wondered if I'd have anything left to ride, after the two Ducati riders traded paintwork with each other as well as Carl Fogarty's Honda in a last-corner, second-race dust-up that was breathtakingly thrilling, even by World Superbike's nail-biting standards of excitement.

From talking to the two riders and watching them in action, I was ready for these two motorcycles to be very different from each other to ride. Each man has his own distinct riding style and choice of setup, and like its Japanese rivals, the racing version of the Ducati 916 is as multi-adjustable as a GP bike, to take account of this. But what I wasn't at all prepared for was the radical difference between these 1996 versions of the 996cc "jumbo" desmo, and its title-winning predecessors in the Ducati family tree, epitomized by Carl Fogarty's 955cc world championship bike that I rode a year ago after he'd clinched his second world title on it.

That Lady in Red was the ultimate traditional-style Duke, a turbocharged tractor with meaty midrange, ultraflat torque curve and hefty reserves of power all through the rev range up to the 11,750-rpm rev limiter. Even with the extra 22 pounds of weight that series organizers Flammini Racing had forced the Ducati team to carry when they raised the twin-cylinder minimum weight limit to 341 pounds halfway through the season, the 955cc Ducati still packed a midrange punch that allowed it to out-accelerate its four-cylinder rivals. And in 996cc form as raced by Fogarty in the first and last rounds of the '95 season, there was a massive 12 bhp more power on tap at 8,500 rpm compared to the 955, though about the same 154 bhp output at the top end. Impressive.

Only, the '96 version of the jumbo desmo is a different breed of Duke. This is a four-stroke GP racer masquerading as a twin-cylinder Superbike - no wonder 500cc GP lap times have been equaled and even beaten by the Ducatis at many circuits this season.

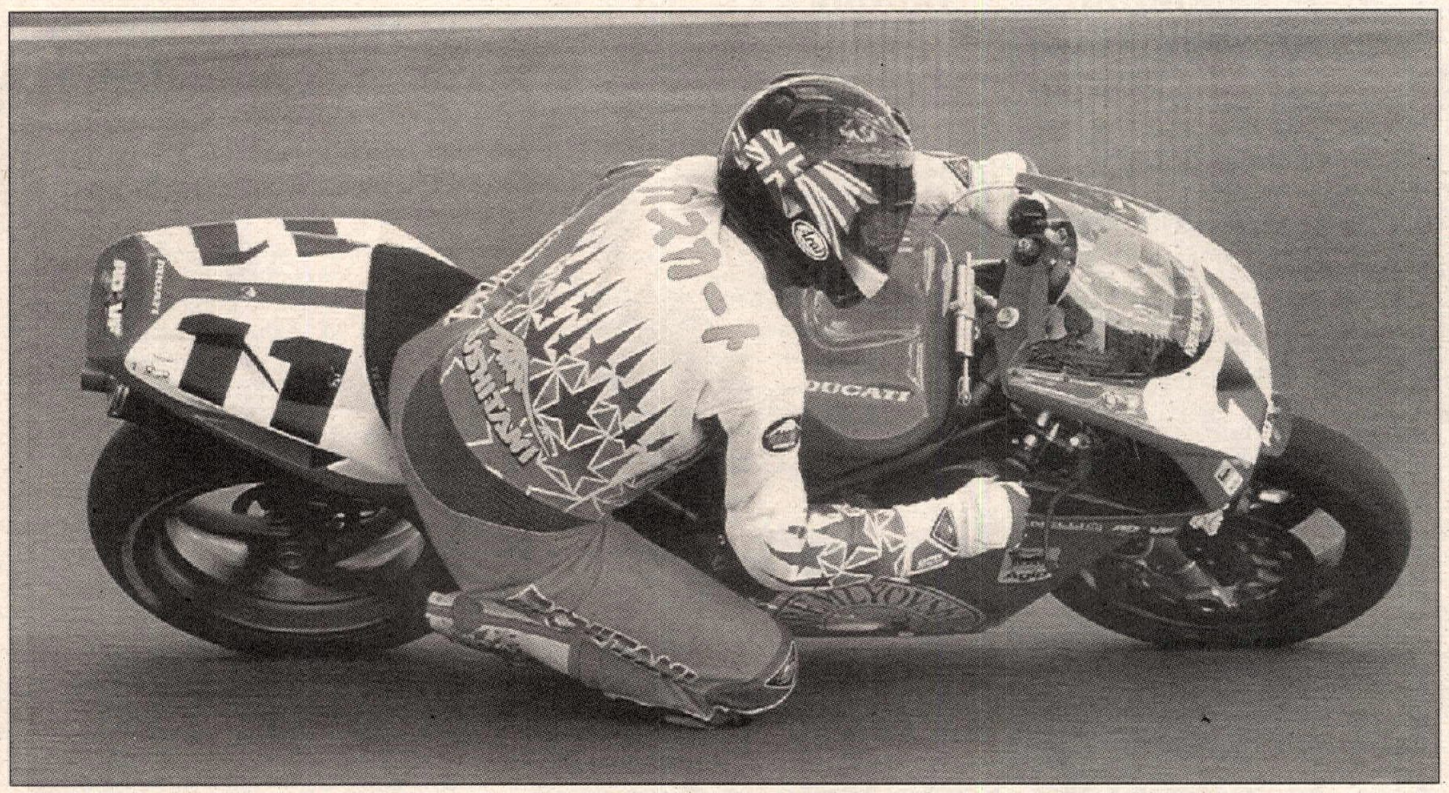
Last year's torquey, easy-riding super-slugger has been replaced by a peakier revhound that you'd have a hard time convincing yourself was a big-bore twin with hefty 98mm soup-bowl pistons, if not for the lazy-sounding boom issuing from the Termignoni exhaust.

Ducati's team of race engineers has achieved one of the great development feats of the modern era, in both compensating for the additional 15.4-pounds weight penalty they were hit with this season by the introduction of the common 356.4-pound weight limit for twins and fours, and matching the relentless improvement in performance from their four-cylinder rivals, principally Honda.

They've done this by means of a twin-prong attack, increasing capacity of the *otto valvole* engine that began life as a 750 exactly a decade ago to the maximum 1000cc twin-cylinder limit for the Superbike class, and at the same time going for revs. Some paradox - a bigger engine that revs higher than its predecessor, and a *lot* higher, at that: Troy Corser admitted after that second Assen race that he'd been revving the engine of the bike I was going to ride the following day to 12,700 rpm!

The fact it survived speaks for itself - even if the Promotor team hasn't been so lucky all through the season, suffering the huge total of more than 20 engine failures so far in 1996, against none at all last season for Carl Fogarty in his championship year. There's an inevitable price to be paid for all that extra top end power, and the revs that produce it.

But these aren't just revs for the sake of it - there is a payoff, in the form of an extra 7 bhp more at the top end, and 8 bhp more at 8,500 rpm compared to last



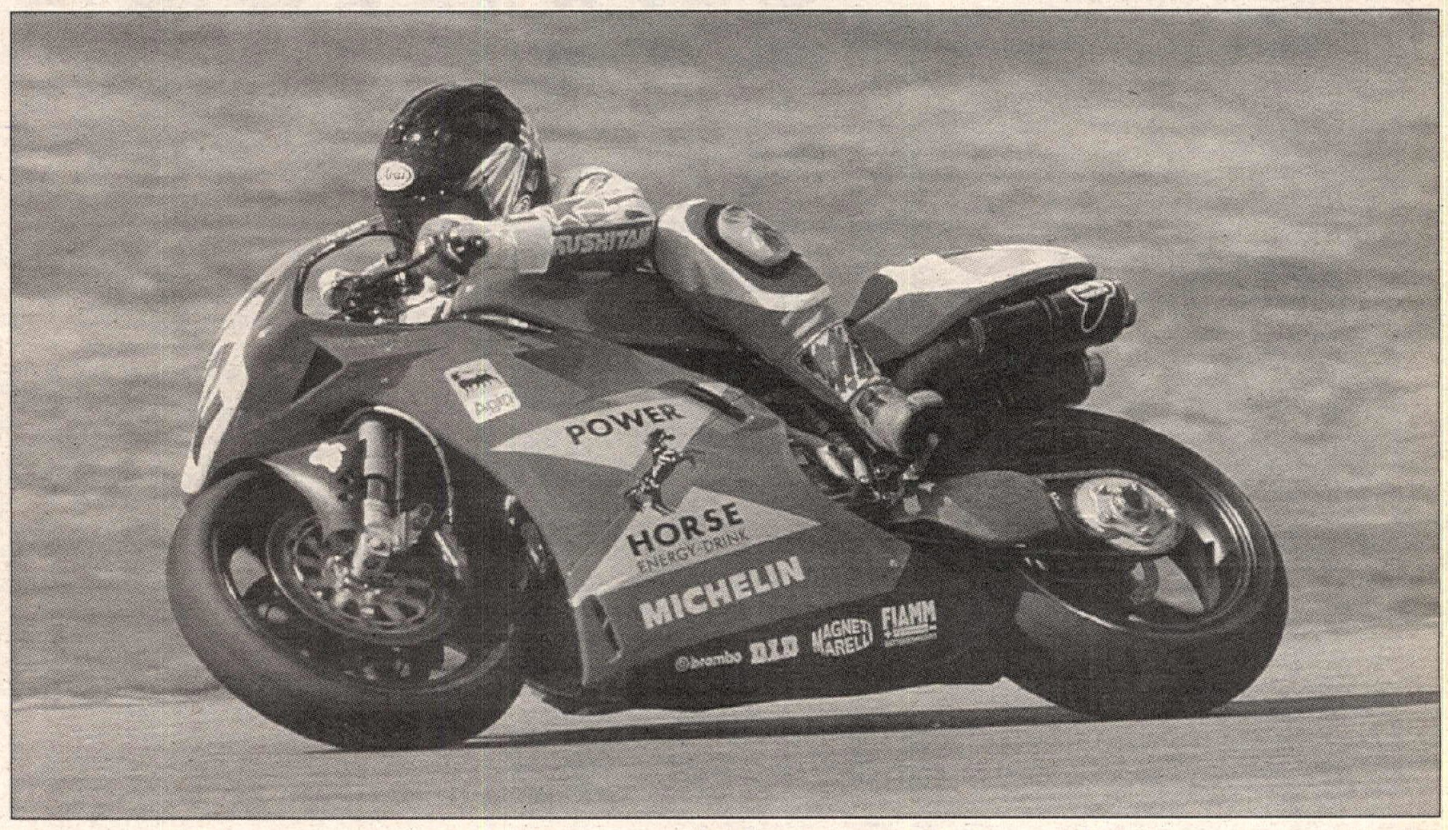
(Opposite page) Dukin' it out: John Kocinski's Ducati superbike (left) and Troy Corser's.
(Above) Kocinski's bike is set up with a more radical geometry than Corser's. While Kocinski's bike turns with the quickness of a GP machine, it's got a more nervous feeling than Corser's.
(Right) Corser's bike is set up much more softly than Kocinski's and is ultra-stable through fast sweepers.

year's 955. That means Ducati has traded some of the '95 prototype jumbo desmo's extra midrange for more speed and top-end power.

But the result is a huge increase in overall performance that you immediately feel when you ride the bike. Two laps on the Corser 996 I rode first at Assen were enough to convince me of what a huge step forward it represents over last year's world champion desmo V-twin. The acceleration is awe-inspiring enough, but the top-end speed is now literally mind-altering. I honestly can only compare it to riding a 500cc GP bike. Suddenly, Assen doesn't have a main straight behind the pits any more, just a series of fast curves with a wide-open squirt between each one.

The extra weight the Italian bike must carry compared to last year is forgotten when you twist that wrist. The Ducati rockets out of turns like a V-four two-stroke weighing 65 pounds less - no wonder former 500cc GP riders like Chili, Kocinski and Hodgson have been chosen to ride these so-potent pieces of hardware. And if Corser really does move over to GP racing next season, he's already done all the homework he needs to be right on the pace from the first outing.

This motorcycle is a very far cry from the lusty V-twins of the Doug Polen era just a handful of years ago, when Doug would gear the bike to use only five or even four gears out of the six-speed gearbox at some tracks. Now, to max out performance, you need to work the gearshift hard, keeping the revs up high in the hyperpower band. Pity that the KLS speedshifter fitted to the Corser bike was just as over-sensitive as when I rode Fogarty's world champion a year ago - if I could have worked out which of the three switches above the Pi System combined ECU/tacho/information center turned it off, I would have.



Interestingly, John Kocinski scorns the use of a speed-shifter. "I don't think it's good for the gearbox, and anyway the telemetry says I close the throttle for just five thousandths of a second to shift gear, so that's faster than an electronic system," he says. Hard to argue with that. He also changes gears mainly by feel rather than using the tacho and doesn't rev it as hard as Troy, who has the rpm writ large in numbers on the Pi module, whereas John prefers to just go by the curve of the tacho sweep, and have his lap times come up large on the screen instead.

However, don't get the impression that to obtain these horsepower figures, Ducati has sacrificed too much of that midrange punch. It's still perfectly possible to go pretty fast by riding the torque curve and shifting up at 11,300 rpm, where peak power is delivered. Just not fast enough to stay ahead of the Hondas, that's all.

The power comes in at 6,500 rpm like before, enough to let you pull cleanly out of a slow turn like Assen's National Curve, but the 996cc motor kicks in hard at 9,600 rpm, a thousand revs higher than previously. And unlike before, there's a really strong dose of extra power from 10,800 rpm upward, and while the engine may peak at 500 revs higher than this, the big difference is that it holds the power all the way to 12,200 rpm, where I changed up.

This was the engine that Troy had used in both races the day before, after lunching two motors in qualifying, so in deference to its high mileage, I didn't explore his personal 12,700-rpm rev limit until the last lap, and while it kept pulling okay, I'd have to say the only time you'd need to rev it this high is to save a gear between turns. But in spite of its hard life, the engine felt strong and smooth, with an appetite for revs it was a thrill to feed. I mean, this bike is *fast*.

Swapping to the Kocinski bike - with a fresh engine installed the night before the test by the Ferrari team's hard-working mechanics - confirmed the impressive performance of the jumbo motor, even if this one seemed to vibrate a little more and wasn't quite as free-revving. It still had the same appetite for revs as the Corser bike, but felt a little tighter, even after 20 laps of the Assen National circuit.

But the stopwatch does not lie, and John Kocinski himself, who stayed on to be present at my test, couldn't restrain a smile when he saw I'd lapped two seconds faster on his bike than on Troy's. I was pretty pleased, too - I went four seconds faster than I'd ever managed in a race on the same Assen short circuit with my Yamaha twin or Ducati Supermono.

The wonky speed-shifter might have been responsible for some of the difference between the two bikes, as well as the growing familiarization with otherworldly velocities that I'd started to acquire after 40 laps on the pair of Ducatis. But part of it, too, surely came from the difference in setup of the two bikes - about as radically different from one another as you could expect.

Troy has his 996 set up what I'd term the Australian way, with a relatively low rear ride height, quite soft suspension settings and a fair bit of trail, all to create a bike that is stable, rides bumps well, and gives good traction out of turns. The rear shock was a bit *too* soft for my extra weight, leading to a fit of the shakes under hard acceleration exiting the chicane before the pits that I'm sure could be dialed out.

But the Promotor Ducati was superstable through those demanding sweepers down the main straight of the Assen circuit, and again under hard braking for the chicane and National turn, where two hard stops in quick succession didn't faze or fade the cast-iron Brembo discs that are now spaced 28mm further apart than before to allow more cooling air to reach them.

The slipper clutch that allows you to use the big twin's useful reserves of engine braking came into its own at the chicane, though bottom gear was too low on both bikes to be able to use it there as Carl Fogarty did last year, with his special gearbox with low bottom gear ratio. But while I can't honestly say I used the Doohan-type thumb rear brake Troy has adopted for hard stops, it seemed to come in useful in the middle of the chicane, where hitting it sharply to stand the bike up helps you change direction quickly, as well as using the meaty part of the tire to allow a hard, early drive out of the turn.

"I like to get it to try to steer on the front quick, so I can go into the turn,

Ducati 996cc Superbike Technical Development

It's exactly 10 years ago that the Ducati *otto valvole* first appeared in public, at the 1986 Bol d'Or 24 Hour race in France - an improbable, yet romantic extension to the Italian manufacturer's then-quirky V-twin desmo lineage. Improbable, because the idea that a twin-cylinder motorcycle could ever seriously compete with the high-revving fours from Japan - even with a 25 percent capacity advantage and 20 percent lower weight limit - seemed unlikely, and romantic because the lusty boom of a big V-twin was a welcome addition to the Superbike class, even if it had no chance of winning. Nice background music, though.

Well, here we are a decade later and history records show that Massimo Bordi and his team of clever engineers have had the last laugh. They did what their Japanese rivals thought impossible, and turned their no-hoper V-twin desmo into the dominant four-stroke race bike of the modern era.

Keeping ahead of the game meant that 750cc Ducati *otto valvole* prototype which debuted in the Bol d'Or a decade ago swiftly increased to 851cc in capacity to compete with the 750 fours, then to 888cc, 926cc, 955cc and now at last this year to 996cc in works form, as Ducati finally took full advantage of the 1000cc capacity limit for twin-cylinder superbikes.

Meanwhile, though, the minimum weight limit for twins has also increased gradually, from the 308 pounds it started out at back in 1988, to 319, then 341, and now for 1996 to 356 pounds - for the first time, the same as the fours. If you want an idea of how big an extra penalty that last jump is, go to the supermarket and stick 15 one-pound bags of sugar in a grocery bag, then pick it up. Heavy, isn't it.

Faced with this extra weight burden for the '96 season, and the growing threat from its Japanese rivals, especially Honda, Ducati's engineers responded in two ways, applying Formula-One car-type technology to max out the cylinder bore another 2mm, then go for revs, in spite of the increased piston speeds this entails. But at a time when an averagely trick 3000cc F-1 car engine like the Jordan's V-10 Peugeot measures 70 x 42 mm and spins to 16,400 rpm with the aid of pneumatic valve gear - to deliver positive valve operation - the 98 x 66 mm Ducati 996 has proved it can handle 12,000 rpm and more - thanks to mechanically obtaining the same effect via desmodromics.

But the effect is the same: radical camshaft design permitted by doing away with valve springs allows higher revs and more extreme valve timing, in turn delivering more power. A lot more. Even on the Ducati factory's notoriously stingy dyno, the current 996cc works Superbike delivers 149 bhp at 11,300 rpm at the gearbox, 7 bhp more than last year and equating to around 160 bhp on a more generous engine brake. Frankly, it seems improbable that any other manufacturer will ever be able to equal Ducati's power output allied to ridability with a twin-cylinder Superbike, unless they too adopt positive valve operation. Right, Harley? Would you agree, Aprilia?

To achieve this impressive output, Ducati made a number of key improvements for 1996 to the eight-valve motor, starting with bigger homologated throttle bodies measuring 48mm at the throttle butterfly, rising to 54mm at the trumpet (up from 46/50mm in '95) for the Weber/Marelli EFI, which uses revised differential mapping for front and rear cylinders. Fuel pressure was increased from 4.5 to 5.0 bar via the regulator, while the exhaust system was upsized from 52mm to 54mm diameter, with only the rear section in titanium - the front pipes are stainless steel, to help load up the front-end weight bias.

A new inlet camshaft helped provide extra midrange power between 8,000-9,500 rpm compared to the '95 bike, while constant experimentation with cylinder-head porting and combustion shape delivered more top-end power as well as increased torque.

Stronger crankcases made feasible by the increased weight limit, titanium Pankl rods and titanium valves which give the rockers an easier life at high revs - always a critical factor on a desmodromic engine, especially with eight separate rockers per cylinder head - all combined to deliver this extra power reliably. Ducati continues to experiment with valve sizes and piston design in pursuit of higher revs, but the best engines retain the 37mm inlet/31 mm exhaust valve format and three-ring Omega pistons used before.

A key factor in obtaining extra power with the bigger engine was a larger airbox, homologated via the 916SP, the space for which was created by moving the stainless-steel header tank for the water radiator further forward, thus usefully adding to front weight bias, always a problem with the L-twin Ducati, and one reason the swingarm is still in magnesium rather than alloy, even with the extra 15-pound weight penalty this season. The airbox is fed by bigger ducts than before, all of which is crucial to performance with the jumbo 996cc motor, which by definition pumps more air than its smaller-bore predecessor. After close inspection by the FIM at Hockenheim, World Superbike technical supreme Steve Whitelock approved the modification, which certain other teams had openly questioned.

But the extra power delivered by increasing the bore, narrowing the power band and going for revs brought accompanying overheating problems - one reason the compression ratio remains at just 12:1. Ducati got an early warning of this when it cost Troy Corser and the factory their long-awaited victory in the Daytona 200 in March. Winter testing on slower tracks like Misano and even Mugello hadn't prepared them for this problem with the bigger engine in warmer temperatures on faster tracks like the Florida Speedway and Monza.

So by the time the World Superbike season began, the '95 radiator had been replaced by a double-stack one sourced from Japan's leading Ducati tuners Team Foundation, based on that used on the NSR250 Honda GP bike! A bigger oil radiator with an extra two rows of cooling was also fitted. Together with new Ohlins triple clamps for the 46mm upside-down forks, allowing the 320mm cast iron Brembo brake discs to be spread 28mm further apart, primarily to improve braking performance by lowering disc temperatures but also to improve airflow to the radiators, this problem has just about been resolved - for now. The '97-model 916 street bike will have extra slots cut in the bodywork to aid hot-air extraction, but thermodynamics will play a vital part in future Ducati R&D.

The extra 15 pounds Ducati was obliged to add for this season were spread around the bike, aiding robustness and reliability as well as frontal weight bias. A host of minor details contributed to the weight gain, from making the gear selector drum in steel rather than Ergal aircraft alloy, to heavier triple clamps, steel bolts and fasteners rather than alloy or titanium ones, alloy engine covers instead of magnesium ones, and so forth.

But check out the stripped-down bike, and you'll see carbon fiber is still used anywhere aft of the center line, to aid that front-end weight bias so critical to optimum handling. And of course, carbon is retained for the airbox, too, which plays a vital role in stiffening the chassis. Both this and the cast-magnesium swingarm are unchanged for '96.

The series of high-profile engine problems suffered by the Promotor team and Troy Corser in particular have thrown a question mark over the reliability of the 996cc motor, and it's certainly true that during the course of the season, Ducati has had to take risks in order to keep that vital half-step ahead of Honda's resurgent RC45.

But it has to be said that Kocinski and Hodgson haven't suffered anything like the same problems with their similar Team Ferrari bikes, nor has Pier-Francesco Chili with his privateer jumbo desmo, which uses works cylinders and pistons in engines built by top Ducati guru Pietro Gianesin.

Normal engine life is 620 miles, at which point the motor is rebuilt with new cylinders, pistons, rockers, valves and crankcases. The small 10-man engine team headed by race engineers Franco Farne and Ivo Bertoni in the Ducati race department built an amazing 44 engines for the first five rounds of the '96 season!

Hard though it must be for the Promotor team to accept, it seems just the luck of the draw that they've had the problems they've had with relatively fresh or even brand-new engines at crucial moments when headed for victory. If not for engine failures at Brands Hatch and Sugo, Troy Corser would have been set firmly on the path for championship victory just past the halfway point in the season. Instead, the Australian had to fight for all the way to the end.

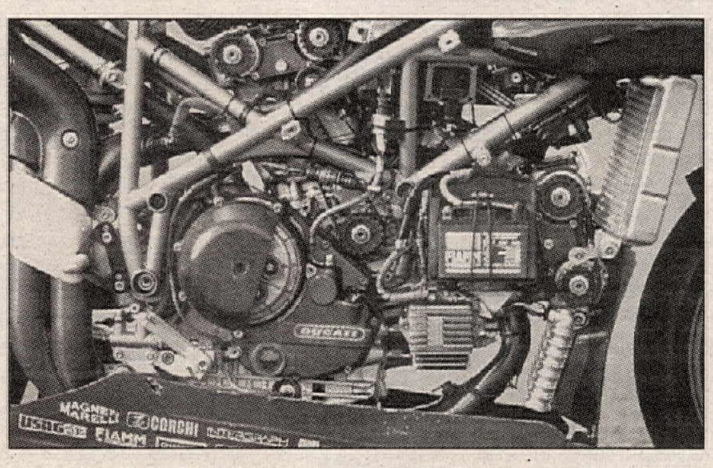
The 996cc version of its *otto valvole* 916-based racer represents Ducati's final hand of cards in Superbike racing's Last Chance Saloon: they've beaten the weight rap, but now they've used up all their aces, having maxed out the capacity and got radical with the power curve. They still have some good cards to play, the best of which will be the further application of F-1 car technology in pursuit of even more revs - expect 13,000 rpm as the next milestone in desmo V-twin engine performance.

But at the end of the day, it's time for Ducati to do what all its Japanese rivals have done at least once in the past decade that the Italian V-twin has been winning races, and that is switch to a new engine design. Nobody knows this better than Ducati technical boss, Luigi Mengoli, and the head of the Reparto Corse, Claudio Domenicali, and such an engine has already existed on paper for at least one year.

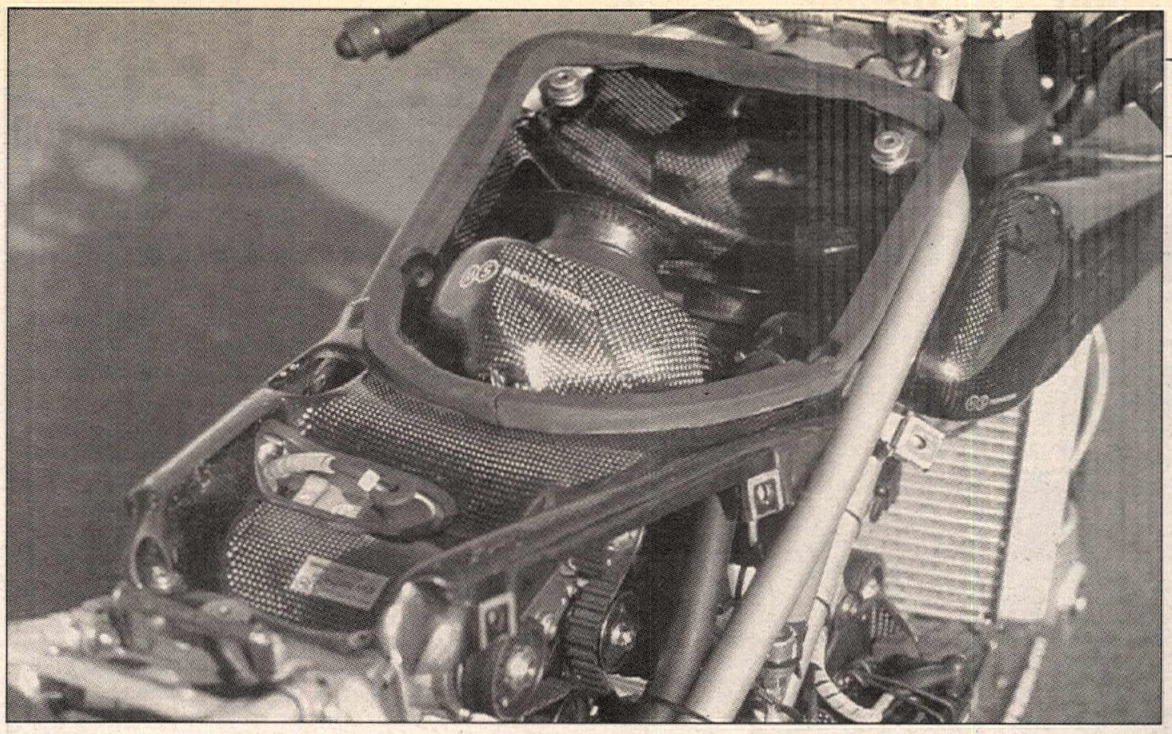
But Ducati's cash crisis meant that the money didn't exist to put it into metal - until now. The American buy-in to the Italian marque must surely generate the needed development funds to fast-forward the next generation of eight-valve desmo engine, still a 90-degree V-twin, but reputedly with an extractable gearbox and the cylinders rotated backward on the crankcases to deliver a more compact design that won't compromise weight distribution and chassis layout. Take a look at the new Honda VTR1000 for an idea of the cylinder format.

But it'll be at least three years before we see the new *desmoquattro* Superbike in action. Until then, the frustration of Ducati's rivals at being constantly at least half a step behind the level of development of the Italian bikes shows no sign of having a permanent cure - yet.

LAST CHANCE SALOON



At the limit: Ducati has maxed out displacement under the present superbike rules. All that's left now is more revs.



pick it up and get hard on the gas," Corser says. "It doesn't bother me to steer it with the back end, but I prefer not to spin the tire because I'd rather save it, so that's why I like to keep up corner speed and get it turned quickly."

Hmmm - takes a bit of getting used to, but I'm starting to see the benefits of being able to use the rear brake when you're hanging off the right side of the bike, like in the first part of the Assen chicane. But rear wheel steering? Forget it!

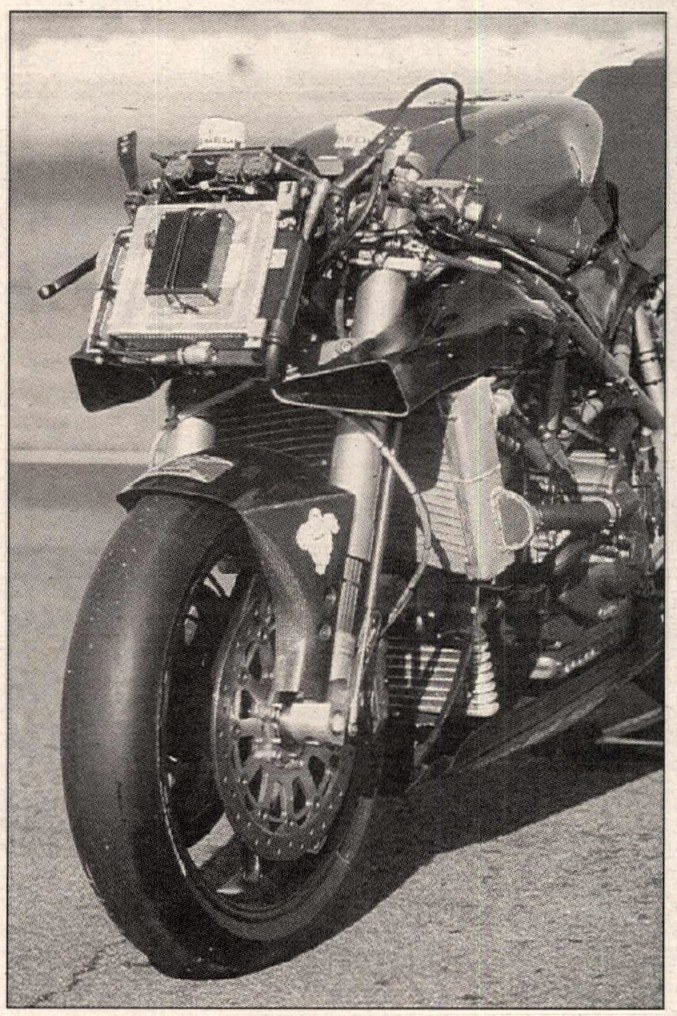
But then on to the Kocinski bike - and immediately you notice the difference in setup compared to the more balanced Corser machine, which felt very similar to the way King Carl had his 955 dialed in last season. Of course, precise measurements are hard to come by, but you can tell right away that Kocinski uses a much higher rear ride height and a steeper head angle - presumably the minimum 23.5-degree setting permitted by the 916 road bike chassis.

But new this year on the Ducati Superbikes is an adjustable triple clamp that allows you to alter the fork offset in half-point increments between 25mm and 31mm, making the chassis truly multi-adjustable and offering an instant choice of trail without swapping triple clamps. Looking at the settings on the two bikes in pit lane the day before the test confirmed the feeling I later had when riding them: John uses more offset for reduced trail compared to Troy - about 27.5mm which would equate to around 92mm of trail, emphasized by the much increased ride height he uses at the rear.

Combined with a lower front end and a stiffer front suspension package that the American rider has developed together with his Kiwi suspension technician Mike Watt, the result is a twin-cylinder 1000cc Superbike that stops and turns like a 500cc GP bike - but only at the cost of some nervousness that takes a bit of getting used to.

The ride height settings help compact the mass and reduce the polar moment, making this Ducati turn quicker than any V-twin desmo I've ever ridden before. But it's not nearly as stable under braking as Troy's bike, and flirting with ultimate stopping distances sent me up the slip road at the National Curve when the back wheel started waving in the air at the point I wanted to lay the bike into the turn.

You also need to be prepared to have the bars wiggling nervously in your hands (okay - they were nervous too, I admit it!) in a straight line, especially exiting the flat-out S-bend behind the pits, when some laps the front wheel was flapping so badly I chickened out and braked early for the right-hander at the end of the straight, just in case the brake pads had knocked back and I needed two bites at the lever. No, not once - but better safe than sorry....



(Above left) A large-volume carbon-fiber airbox adds chassis stiffness.
(Above) Kocinski hung around for the test after the Assen round.
(Left) The use of the 996cc motor necessitated the use of a special radiator and larger air-intake ducting. The jumbo motor revs to 12,700 thanks to the desmo valve gear.

Yet paradoxically, the Kocinski 996 was much more stable under hard acceleration out of the chicane, past the pits, than the Corser bike - presumably because of a combination of the taller rear ride height and a stiffer rear shock setting coping better with my extra weight - and I'm a massive 26 pounds heavier than Li'l John!

But those extra pounds didn't stop John's 996 from wanting to spin the rear wheel when you get it upright and hard on the gas out of a slow turn, because of the front end weight bias his setup delivers - and because that's the way he likes it. Must make Michelin tire choice crucial, though - and the suspension settings to make the tire last through a race when used in this way.

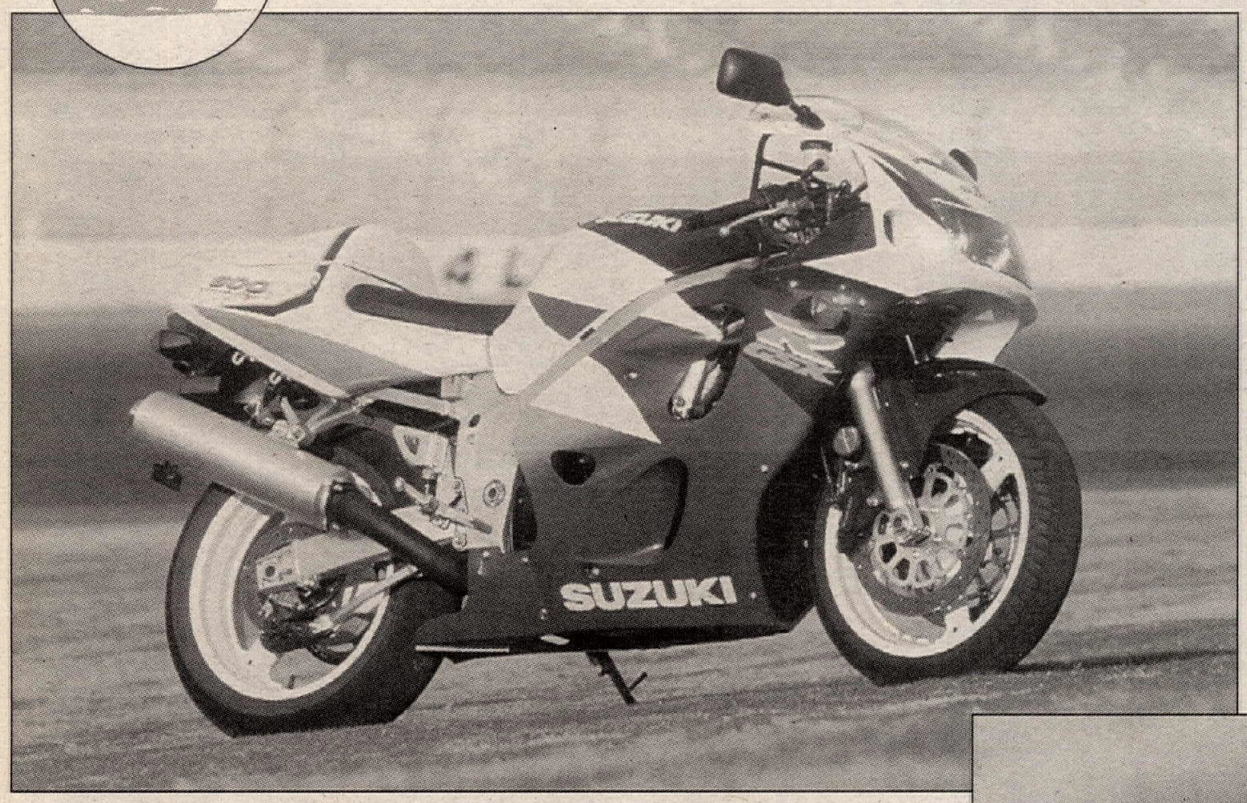
But you can feel the front tire better on the Kocinski bike than its Promotor counterpart, thanks to the stiffer suspension settings which don't, however, sacrifice response, and this gives you more confidence to keep up corner speed. The bike turns brilliantly. It seems to find its own way through Assen's sweeping turns. Riding a radical desmo like this is a bit like drinking Campari and soda: it's an acquired taste you may end up liking if you stick at it. And it's Italian, too.

As the 1996 World Superbike Championship came down to the wire, the two 996 V-twins I rode at Assen had their work cut out for them as far as retaining Ducati's four-stroke racing supremacy in the face of Honda's stiff challenge. Yet once again Ducati's engineers have achieved the nearly impossible, radically revamping their dynamic desmo to withstand the threat from Japan one more time. As the record shows, all of Ducati's hard work paid off - Troy Corser retained the Italian factory's Superbike crown. Any bets on next year? CN

Ducati 996 Superbike

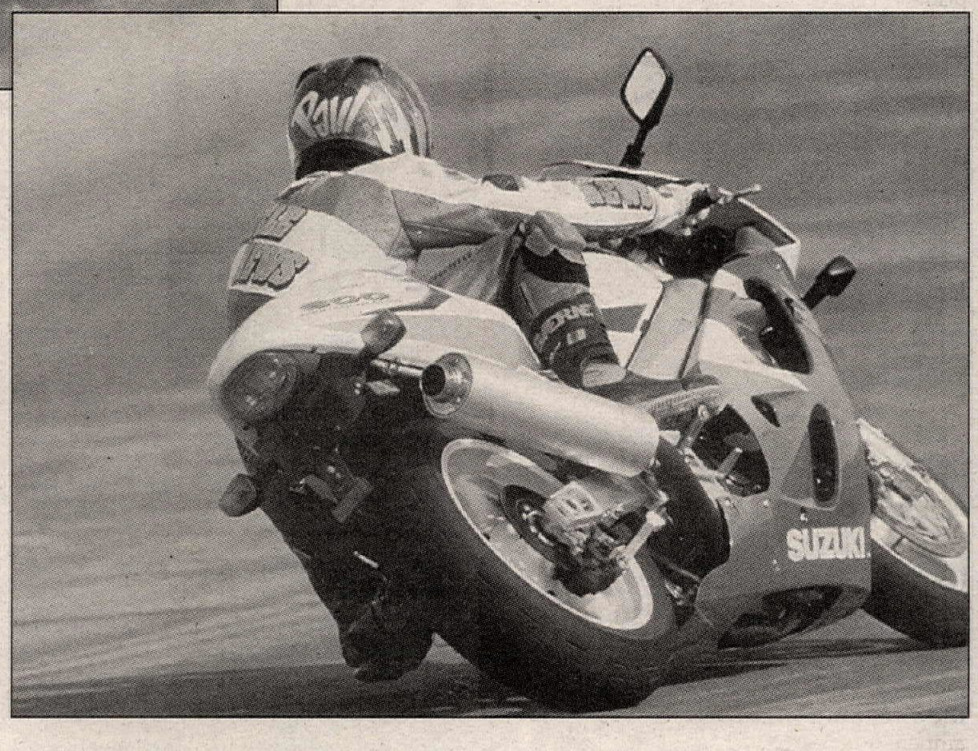
Specification

Engine	Liquid-cooled DOHC 90-degree V-twin four-stroke with four valves per cylinder and toothed-belt desmodromic camshaft drive
Bore x stroke	98 x 66mm
Displacement	996cc
Output	161 bhp at 11,300 rpm (at gearbox)
Compression ratio	12.0:1
Fuel/ignition system	Weber/Marelli electronic fuel-injection and engine-management system w/ two injectors and separate EPROM per cylinder and (2) 54mm throttle bodies
Transmission	6-speed
Clutch	Multiplate dry slipper (10 steel/9 sintered bronze)
Chassis	Chrome-moly tubular steel spaceframe
Suspension	
Front	46mm Ohlins inverted telescopic forks
Rear	Cast magnesium swingarm pivoting in both crankcases and spaceframe, with rising-rate linkage and single Ohlins shock
Head angle	Variable between 23.5 and 24.5 degrees
Wheelbase	56.2 inches
Weight	352 pounds without fuel tank, with oil/water
Weight distribution, front/rear	51.5/48.5% (static, as designed)
Brakes	
Front	Dual 320mm Brembo cast-iron discs with four-piston Brembo calipers
Rear	Single 200mm Brembo steel disc with two-piston Brembo caliper
Wheels/tires	
Front	12/61-17 Michelin radial on 3.50-inch Marchesini wheel
Rear	18/67-17 Michelin radial on 6.25-inch Marchesini wheel
Top speed	188 mph (Hockenheim)
Year of construction	1996
Owner	Ducati Motorcycles SpA, Bologna, Italy



Although it was designed at the same time as the 1996 Suzuki GSXR750, the '97 GSXR600 makes its debut a year later. The bike should give Suzuki a good base on which to try and add a 600cc Supersport Championship to its '96 750cc Supersport title.

Little brother



By Paul Carruthers
Photos by Tom Riles

At first glance, last year's long-awaited Suzuki GSXR750 looked a lot like a 600. So it makes perfectly good sense that the brand-new 1997 GSXR600 looks like last year's 750.

And because of those similar looks, Suzuki goes to great pains to let you know that the 600 is not simply a sleeved-down version of their 750cc Supersport Championship-winning motorcycle - a point that's easy to defend upon closer inspection. It is different, and a great effort was made to make the motorcycle's power-to-weight ratio even more impressive than the sibling 750. After all, they're hoping for similar racing success.

You can often tell a lot about a motorcycle by the site in which the manufacturer decides to unveil it to the press. The GSXR600 is a Supersport bike, through and through. Thus it was the race track on which we were slated to spend our day with the newest of the 600s. Fittingly, it was the newest of race tracks, Las Vegas Motor Speedway in the desert outskirts of the gambling capital of the world, that would serve as our testing grounds.

Since Suzuki hasn't had a 600 worthy of comparison of late, it's only natural to compare the newest GSXR to its big brother, the GSXR750. There are plenty of differences, most of which were brought about in an effort to get that even higher power-to-weight ratio from the 600. Some of those changes were also about cost: after all, it's a bit hard to sell a 600 that costs as much as a 750. What Suzuki has come up with is a motorcycle that weighs in at an anorexic 383 pounds, produces roughly 106 horsepower and sells for a suggested retail price of $7,699.

FRAME UP

The GSXR600 may not be a sleeved-down version of its big brother, but the GSXR600's aluminum chassis is virtually identical to that of the 750. The rake angle is the same 24 degrees, and the engine is still used as a stressed member of the chassis - of which the sub-frame is still detachable. The big difference between the two models is that there is no swingarm-pivot adjustablity on the GSXR600. Suzuki has also added a steering damper mounting boss on the left frame spar of the 600, an addition that will also be featured on the 1997 GSXR750.

The 600's wheelbase is 10mm shorter than that of the 750, and that 10mm has been taken straight from the swingarm. This in spite of the fact that the biggest complaint about last year's 750 (at least in Superbike trim) was that it was too short and the Yoshimura factory riders were constantly asking for a longer swingarm. This wasn't a problem on the Supersport race bike, so it shouldn't be one with a less-powerful 600.

The wheelbase on the 600 ends up at 54.7 inches (1390mm) compared to 55.1 (1400mm) on the 750. Suzuki also used the swingarm on the 600 as an area to save weight, and they did so by not using the massive external brace that came on the 750. Since it obviously produces far less power, the 600 apparently didn't need the extra strength the brace provides nor the extra weight that comes with it.

While it would have been easy to simply throw the components from the 750 on to the 600, that would have proven costly and, according to Suzuki, would have been overkill in a lot of areas. One of those areas is the front fork. While the 750 uses an inverted, 43mm unit, the 600 has been given a 45mm conventional-style fork that features both preload and rebound damping adjustablity but no compression damping adjustablity. Naturally, the 600's fork is also lighter than the 750's. To say that Suzuki opted to use a different fork just to shave some weight from the 600 wouldn't be entirely accurate because cost was also an issue in the selection.

Although the rear suspension is similar to that used on the 750, it also is not identical. The fully adjustable, piggy-back-style shock uses the same spring but the leverage ratio has changed (because of the shorter swingarm). This works out for the 600 because it also uses a slimmer rear tire than the 750 and doesn't require as much leverage. While the ride height can be adjusted at the upper shock mount on the 600, the bottom of the shock is fixed to the swingarm via a clevice-type mount - unlike the 750 which uses a spacer-type system that gives complete ride-height adjustablity at both ends.

The GSXR600 uses cast-aluminum wheels, a 3.5-inch wheel up front and a 5.5-inch rear (the 750 uses a six-inch rear wheel). For our day at the track, the bikes were fitted with Dunlop's new 364 race-compound DOT tires in 120/70 and 180/55 sizes.

Although the front brakes on the 600 use the same 320mm rotors as the 750, the 600's front discs get four-piston calipers as opposed to the six-piston units used on the 750. The back brake on the 600 is the same as the 750 - a 220mm single rotor with a two-piston caliper.

In all, Suzuki saved 3.5 pounds in the changes they made to the 600's chassis over the 750's - savings which came directly from the front fork, the front tire, the rear wheel and tire, the front brake calipers and the braceless swingarm.

Without the two sitting side by side, it would be difficult to actually walk up to a GSXR600 and know at first glance to that it wasn't the 750. And vice versa.

Visually, the bikes are nearly identical and most of that look comes from the use of the same fairing, seat, front fender and tank. The instrument panel is also the same as the one used on the 750, featuring an electronic speedometer with LCD odometer (twin-trip type); water-temperature gauge with LCD readout; oil-pressure and water-temperature warning lights with flashing LED, and a two-stage low-fuel warning light.

Like the 750, the GSXR600 also gets the handy hinged fuel tank, which lifts up for easy access to the carburetors, valve cover and spark plugs for maintenance and tuning purposes.

DOWN SIZING

This is where it becomes apparent that "sleeved-down 750" doesn't accurately describe the 600's powerplant. Although the engine was obviously produced to be as light and compact as possible like its sibling 750, the 600's engine features a few key differences.

Obviously, the bore and stroke are different at 65.5 x 44.5mm as opposed to the 750's longer stroke of 72.0 x 46.0mm design. The compression ratio is higher at 12.0:1 vs. the 750's 11.8:1.

The GSXR600 uses a DOHC shim-under-bucket type valve system with 26.5mm intake valves and 22mm exhaust valves that require adjustment at 15,000-mile intervals. Those valves are angled at 30 degrees as opposed to the included

angle of 29 degrees on the 750. Combustion chamber volume has also been decreased dramatically from 17.2 to 13.6cc.

Like the 750, the 600 has a side-mounted cam chain to help keep the engine narrow and a three-piece crankcase design that keeps the engine short. Those cases are the same as the 750 except for the finish, with the 600 getting a surface treatment while the 750's cases are covered in just paint. The 600 also gets tapered-stem case bolts in an effort to further reduce engine weight.

Weight savings also come via the use of silicon-carbide-plated cylinders and a lighter #525 chain and sprockets. The six-speed transmission has closer fifth and sixth gear ratios than the 750 and a lower final drive ratio to fit the 600's power curve. More weight is removed by the use of two fewer clutch plates (17 vs. the 19 used on the 750), and the primary gear which is located on the back of the clutch basket is one mm smaller than the 750's primary gear (11mm vs. 12 mm).

The ram-air induction system is the same as the 750, with the air intake in the nose of the fairing feeding pressurized air to 36mm Mikunis in an effort to increase high-rpm power. Those 36mm downdraft Mikunis don't come with electronic throttle slide assisters, though there is a throttle-position sensor. Suzuki claims that the smaller-sized carburetors on the 600 don't present a velocity problem, thus they were able to get away without the slide assist. The valve sensor used on the GSXR600 is also tied to the ignition to change maps with multiple ignition curves available.

One feature that is truly unique to the GSXR600 is the use of a digital direct ignition system, a package that puts the ignition coil for each cylinder in each spark plug cap. The ND system, which is often used on high-end Japanese sports cars, is designed to prevent heat buildup and offer higher peak voltage and it may be used on future GSXR750s as well, according to Suzuki. Although the starter motor on the 600 draws less current than the 750, the bike still gets an eight-ampere-hour battery.

The engine is hooked up to a four-into-two-into-one exhaust system with stainless-steel head pipes and an aluminum muffler. The pipe, Suzuki says, is tuned for midrange without sacrificing high-rpm power by using 20mm shorter headpipes and a 1.7mm narrower collector pipe than what's found on the 750.

In all, the 600's engine and accompanying components - cylinder assembly, smaller pistons, smaller crankshaft, fewer clutch plates, thinner crankcase bolts, smaller carbs, shorter exhaust and smaller drive chain and sprockets - provide a weight savings of 7.5 pounds over the 750.

ON TRACK

With Las Vegas Motor Speedway's location in the middle of the desert, and the fact that it's still in the midst of major construction, it's no wonder the track starts each day a little on the dirty side. And it was no different for our day with the GSXR600.

It's amazing what you can learn about a motorcycle while learning a race track that happens to be a bit dirty. For one, you find out just how forgiving the bike is to ride, first at low speeds and later at full tilt. The GSXR600 handled both with relative ease. Not knowing where you're going usually causes you to run off-line a few times, but it was never a problem with the natural and easy-handling 600. Point and shoot is somewhat overused when it comes to describing the handling characteristics of a new sportbike, but no bike fits the description better than the GSXR600. You run off line - no problem, just point it the other way and off you go. You get into the corner a little hot - no problem, you just lean it over a little farther and away you go. It is the true definition of nimble, something that comes with a 54.7-inch wheelbase and a 24-degree rake. Very confidence-inspiring.

According to Dunlop's Jim Allen, the new 364 front tire that was fitted to our bike gives a heavier feel to the steering than last year's tire, with a light feel the first to go in the compromise to build a tire with better stability. When it comes to its application on Suzuki's 600 at least, the compromise seems to work. The bike is so short that getting it turned isn't a problem, so the feel from the new front tire works only to further compliment the bike by slowing things down just a bit.

During our one-day test, at least one tester opted to lower the ride height by dropping the front fork in the triple clamp 10mm - in an effort to make the already quick-steering bike steer quicker. We left ours in the stock position as we have no idea why you'd want the GSXR600 to steer any quicker unless you were planning on donning an orange wig and riding the thing in circles for Ringling Brothers.

The only suspension modification we made to the bike was in changing the preload adjustment one mark from its standard setting, taking it down to the third mark from the fourth mark. We did this in order to make the front a tad stiffer, which in turn should have made it plant better under heavy braking. It seemed to work, though with more time we probably would have tried to make it even firmer for a race track application. Remember, our test rider weighs only 145 pounds, so stock settings are usually fairly close to being right. Bigger riders will definitely need to adjust the sag, make the suspension stiffer, and so on.

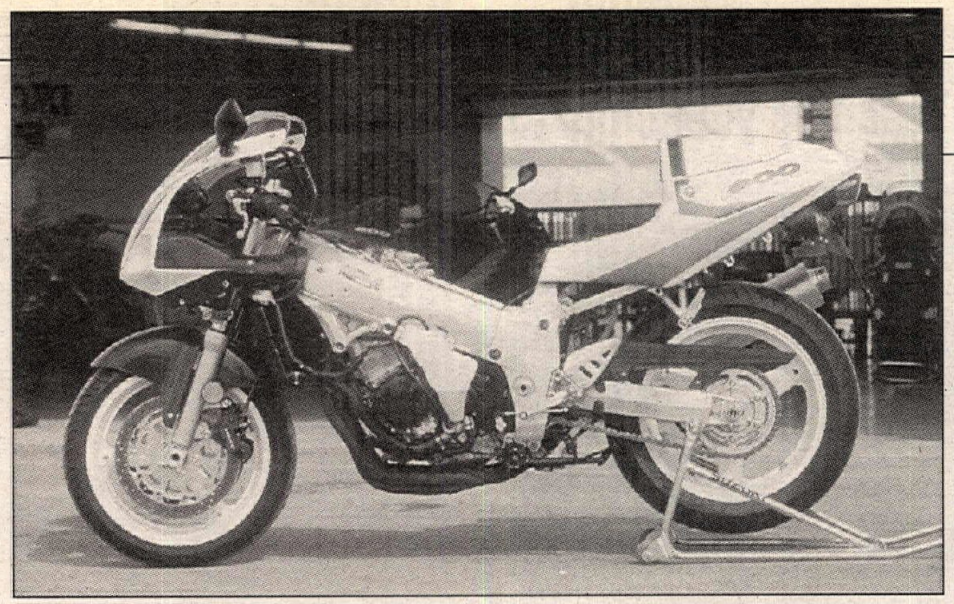
With the aforementioned agility often comes a lack of stability. But that didn't come into play on the GSXR600, even though Las Vegas Motor Speedway and its two fast left-handers, plenty of tight corners and a few high-speed pavement transitions were enough to rigorously test a suspension package. Through the fast lefts, there was never any hint of a lack of stability. The bike tracked well when leaned over at high speed, was plenty rigid on the front straight banking, and handled the bumps without too much worry.

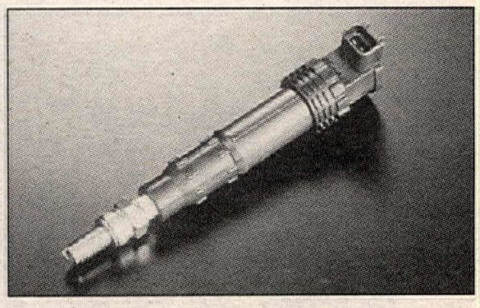
There is also an abundance of ground clearance built into the new GSXR600. We never touched down anything on the pavement, but - more impressively - neither did Yoshimura Suzuki riders Aaron Yates and Pascal Picotte, even on the box-stock GSXRs.

Although it's easy to confuse the 600 with the GSXR750, that confusion goes away quickly when it comes to the power output of the motorcycle. To say that the 600's engine felt somewhat flat would be cruel, but at least on the race track it felt like it could use a little more off the bottom. If you happen to be in a gear too high, the GSXR600 falls on its face and it takes some patience before it builds enough revs to bring the excitement back into the package. Even when revving hard, the 600 seems to lack a little punch. But, hey, it's only a 600 and it's not fair to compare its power to a 750.

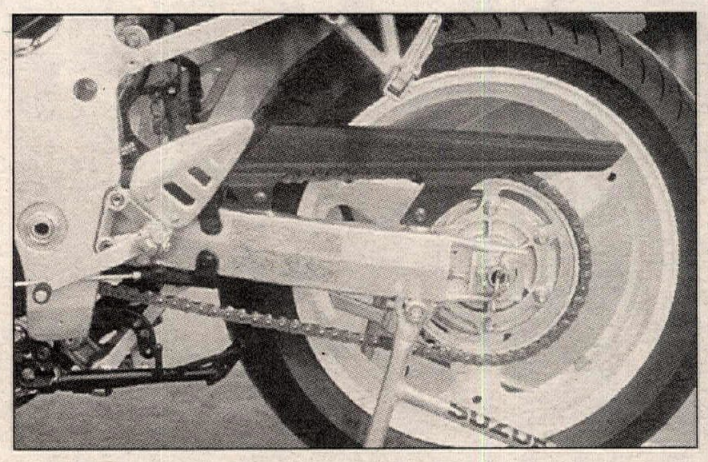
Time and comparison tests against the class-leading Honda CBR600 F-3 will be the deciding factor when it comes to how the Suzuki's power matches up to the rest of the class. Handling-wise, there's no doubt that it will compare favorably.

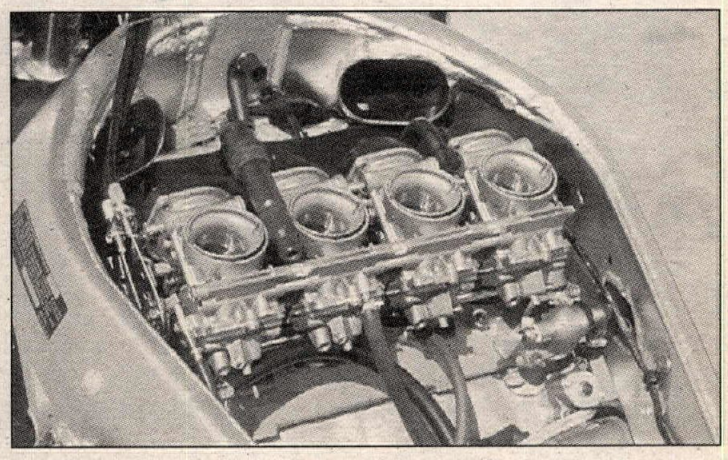
Suzuki is betting on it. So too are Picotte and Yates. CN

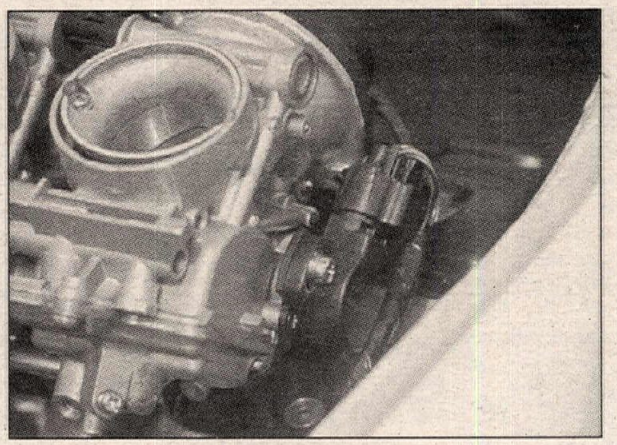




(Above left) The naked GSXR600. (Above) Unique to the GSXR600 is its digital direct ignition system, which puts the ignition coil for each cylinder in each spark plug cap.







(Above left) The main difference between the 600's chassis and the 750's is the use of a 10mm shorter swingarm. In an effort to save weight, Suzuki also opted not to fit the 600's swingarm with the massive brace used on the 750. (Above) The GSXR600 uses 36mm Mikuni carbs. (Left) Those carbs utilize a throttle-position sensor that is tied to the ignition in order to change maps.

1997 Suzuki GSXR600

Specifications

Engine ..... Liquid-cooled, DOHC, four-cylinder in-line four stroke
Bore & Stroke ..... 65.5 x 44.5mm
Displacement 600cc
Output ..... 106 hp (at gearbox)
Compression ratio 12.0:1
Carburetion ..... (4) 36mm Mikunis
Ignition ..... CDI
Transmission 6-speed
Gear ratios ..... Low - 2.866 (72/41)
..... 2nd - 2.058 (35/17)
..... 3rd - 1.650 (33/20)
..... 4th - 1.428 (30/21)
..... 5th- 1.285 (27/21)
..... 6th - 1.181 (26/22)
..... Final - 2.812 (45/16)
Clutch ..... wet, multi-plate type
Chassis ..... Twin-spar aluminum frame
Suspension
Front ..... 45mm cartridge-type fork, preload and rebound damping adjustable
Rear ..... fully adjustable piggyback style, gas/oil damped, coil spring
Rake and Trail 24 degrees/96mm
Wheelbase ..... 54.7 inches
Weight ..... 383 pounds (dry)
Brakes
Front ..... 320mm twin rotors, four-piston calipers
Rear ..... 220mm single rotor, two-piston caliper
Wheels/tires
Front ..... 120/70 ZR17 Dunlop radial on 3.5-inch cast-aluminum wheel
Rear ..... 180/55 ZR17 Dunlop radial on 5.5-inch cast-aluminum wheel
Fuel tank capacity ..... 4.8 gallons, including reserve
Colors ..... Blue/White, Black/Blue
Suggested retail price $7,699

Apprehension

By Paul Carruthers
Photos by Kinney Jones

Although it was bound to happen given his immediate surroundings, the final decision was still met with apprehension. Our 4-year-old son Kyle wanted to ride a motorcycle. Actually, he was 3 years old the first time he walked up and posed the question: "Dad, can I have a motorcycle for Christmas?"

Naturally, I ignored him.

And it worked. For a few weeks. Then Kyle attended the AMA Superbike National at the Pomona Fairplex, where his eye was caught by Yamaha's display tent and the shiny new Yamaha PW50 that sat under it. He looked at it, he sat on it...he wanted it.

Apparently, he hadn't forgotten. "Dad, can I have a motorcycle for Christmas?"

I thought of a quick stall tactic. I told him he could have a motorcycle when he could ride his bicycle without training wheels. A week later his training wheels were off.

I stalled some more.

"Look, son," I said in that serious parenting voice. "Say we were to get you that motorcycle. It would stay in the garage until we had a free day or weekend to take you somewhere to ride it. You don't just jump on a dirt bike and ride down the street."

"Fine," he said. "Can you get me a street bike then?"

At that point I realized there was no getting out of this motorcycle thing.

Despite the natural fear parents have when their children want to try something that's perceived as being somewhat dangerous, I would be downright lying if I said that I wasn't pleased he'd at least taken a little interest in motorcycling. I've ridden motorcycles since I was 9, I grew up at race tracks around the world, and I make my living doing the same thing now. To say I didn't want my son to ever ride a motorcycle would be foolish.

But I'd also be lying if I didn't own up to the fact that I thought he might be a little young.

Still, he wouldn't go away. By this point I was at least lukewarm on the subject, and I told him I'd start thinking about the possibility of getting him a motorcycle for his fifth Christmas.

I started to ask around at Yamaha, checking into prices of PW50s. I started looking around the neighborhood for places I could sneak him to for casual rides. I started checking catalogs to see what riding gear was available for kids. Did they make helmets that small?

Somewhat hopeful that I'd be thwarted, I soon noticed that there were indeed some vacant lots around that would be perfect. And there were plenty of options as far as the necessary safety gear. I also knew that getting the motorcycle wouldn't be a big deal.

I also figured that if this was a big deal for his mother and me, then there were other parents out there with the same concerns when facing a similar proposition. The journalist in me thought that I could help put those fears to rest if we could somehow come out of this with a story that featured a positive ending. I also believe that for our sport to grow, we have to get more children involved. After all, those who learn to ride at a young age usually continue to ride into adulthood. And those children and adults will all buy *Cycle News*, and I'll have a job well into the 21st century.

There, I was sold on the idea. My wife wasn't.

So we (Kyle and me; I now had him right where I wanted him) went ahead and did exactly what was necessary. We ignored her and went about planning that first ride.

Kyle liked the idea of being taught by a professional, and I, apparently, wasn't the professional he had in mind.

"Jeremy," he said when asked who it was he wanted to teach him. "Jeremy McGraff."

Ah, there's nothing like a determined 4-year-old who still has a hard time with correct pronunciation. He'd been to road races and he'd even been to speedway - had beer spilled on him, the whole nine yards - but his heart was with supercross. And when he thinks of supercross... well, he thinks of McGraff.

I wanted to work the Yamaha angle on this thing. Thus, McGrath was out.

And after a brief conversation with Yamaha, Bob Hannah was in. Out with Kyle's hero, in with one of mine. Hey, I'm the dad here, right?

We were all set. We had the bike, we had the gear and we had Hannah for a day at Perris Raceway in Southern California.

"Bob Hannah? Did he ever race?"

After a quick history lesson, Kyle was set straight on a few things. Namely, motorcycle racing didn't start and end with Jeremy McGrath.

(Above) Professor-for-a-day Bob Hannah meets student-for-a-day Kyle Carruthers.
(Left) Hannah teaches the basics: stand up through the bumps, young man.

A helping hand

When you're finally ready to teach your child how to ride motorcycles, it's not a bad idea to contact the Specialty Vehicle Institute of America (SVIA) to ask for advice. They will gladly give it to you in the form of a booklet they provide called "Parents, Youngsters and Off-Highway Motorcycles."

We called the SVIA and the booklet arrived a few days later, full of useful information to aid the teaching parent. After you get through the normal warnings, including one that stands out clearly, "Do not permit youngsters to ride an off-highway motorcycle if you doubt they will operate the motorcycle safely," the book can be helpful.

Part one of the book helps you determine if your child is really ready to ride an off-road motorcycle; part two outlines issues such as protective gear and clothing, the basics of riding - mounting and dismounting, and mastering the controls; part three gives you hints on choosing the proper area to start riding in, and helps to get you started correctly; the final part of the booklet is a checklist that parents can go through to actually help them decide if their child has the physical development, visual perception and motor skills needed to ride a motorcycle.

Naturally, the booklet stresses "Safety First" as it should, while also pointing out that it is also up to the parent to set a good example about motorcycle safety.

When your child first learns to ride, the key is parental supervision. You don't hand over the motorcycle to your youngster and go read a book. Those first rides are hands on, and each and every ride after that requires the parent or guardian to pay attention throughout the ride.

To order the booklet or to find out more about the SVIA and its rider-education programs, write to them at Specialty Vehicle Institute of America, 2 Jenner St., Suite 150, Irvine, CA 92718, or call 714/727-3727.

(Above) The student rode, Hannah ran. (Right) Kyle side-by-side with his new hero. (Below) We couldn't resist.

After day upon day of getting the same question: "Dad, is our ride today?" the big day finally arrived and we were off to Perris, armed with a PW50, riding gear (one of the guys in the office actually arranged to get his helmet custom-painted - aaarghh) and a cooler full of juice boxes.

Upon arrival at Perris, Kyle was able to meet Mr. Hannah, who thought Kyle was going to be a little bigger, a little older and a little more experienced. Not today, Bob.

Instead of teaching a kid how to shave five seconds off his lap time, Hannah was going to get blisters chasing a 4-year-old around a Pee Wee track in the midday sun while wearing motocross boots. Hey, Yamaha pays him money and we were going to make him earn it. Hannah was going to teach Kyle how to ride from scratch. If Kyle's first-time experience was a miserable one, he was going to always remember Mr. Hannah in that light. Meanwhile, I'd come in and pick up the pieces, showing once again that I was indeed Superdad.

But there was never any question that the experience would be anything but positive. As I knew he would be, Hannah was the perfect man for the job and Kyle took to him instantly.

Since I'd already gone over the basics of the motorcycle in our garage, Hannah was able to jump right into actually teaching him to ride the PW50. He took the time to explain some basics to him - namely to always watch where he was going and to keep his legs tight on the motorcycle, his feet firmly on the pegs. We also decided it would be a good idea to have him ignore the front brake and worry only about using the rear. Early on, at least, he even ignored the back brake and it was only upon Hannah's insistence later in the day that he ever started using it.

When Bob spoke, Kyle listened. When Kyle rode, Bob ran.

One thing became apparent immediately: my fears of crashes and injuries were completely unfounded. Although he was only 4 years old, he could ride. We'd kept the throttle screw fairly tight on the PW, so his speeds were slow. But he did everything he was supposed to do. He gave it throttle on the straightaways and slowed for the corners. Ah, if only we all remembered those basics.

Although he suffered through a few low-sides - all of which were caused by losing the front end - he'd jump right up without tears, ready for more. He'd been through far worse get-offs on his bicycle, with only half the protection.

Before we knew it, Kyle was doing lap after lap by himself. Hannah had finally stopped running and was soon riding next to him on his YZ125.

When Hannah thought he was ready, he instructed Kyle to start standing up on the pegs through the bumps. Again, Kyle listened intently and was soon standing up not only through the bumps but every time he knew Hannah was nearby. Apparently, standing up was cool.

The only thing Kyle didn't like about his first ride was his boots. You put a 35-pound kid in 20-pound motocross boots and... well, you can understand the problem. He simply couldn't feel his feet, and more often than not they'd find a way to ride off the pegs, leaving one leg trailing until he'd recognize the problem and pick it back up. While the motocross boots offer excellent protection, they simply aren't to scale for small children, and we've since put him in hiking boots. While the hiking boots offer adequate ankle and foot protection, they don't come with the excess weight, size and stiffness of the real thing, and he can better concentrate on riding rather than wondering where his feet are.

After a few hours of riding, drinking juice boxes and hanging out with Bob Hannah, Kyle was finished. When 4-year-olds are finished, you know it because they tell you. Kyle was ready to go home and do something else.

The key to his motorcycling future would come later. I wondered if the motorcycle would sit in the garage catching dust, or if he would ask to go riding again. I think as a parent it's important not to push the issue, and if he didn't ask to ride, well, I wasn't going to mention it.

The next morning, he was on me, the question answered.

"Dad, are we going to ride my motorcycle today?"

"We can if you want to," I answered.

"Is Bob Hannah going with us?"

Jeremy who? CN

The perfect start

With its single-speed automatic transmission (no clutch to worry about) and a throttle limiter to keep speeds where the parents want them, the Yamaha PW50 may just be the perfect beginner motorcycle. It's no wonder it's one of Yamaha's top-selling motorcycles.

Powered by a 49cc two-stroke engine, the PW50 is small in stature. In fact, with a seat height of only 19.1 inches, it's not much higher than your standard 12-inch bicycle that most youngsters get their starts on. It's also small enough (49-inch overall length and a dry weight of 82 pounds) to pick up and toss in the back of your station wagon, sport utility vehicle - or even the trunk of your car.

Parents will also like the fact that there's no drivechain with the PW50 as Yamaha went with a driveshaft, eliminating the worry of small hands and feet being injured by a chain. Other safety features include an exhaust pipe which has been tucked up and away from the rider, full front (2.4 inches of travel) and rear suspension (2 inches of travel), and drum brakes front and rear.

The PW50 is also oil-injected, eliminating an extra parenting chore of mixing oil and fuel. For 1997, the rear suspension on the PW50 has been improved via a new coil spring and oil damper shock that replaces last year's grease-dampening type.

This year's PW50 also looks just like the YZs ridden by the big boys with its Team Yamaha blue and white factory works graphics. The 1997 PW50 carries a suggested retail price tag of $1,349.

1997 KDX220R

Kawasaki

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Round 9: Delaware State Enduro

Hatch, Suzuki and Hawkins win - under protest

By Larry Toby
Photos by Jay Chittenden

DELAWARE CITY, DE, OCT. 27

On a beautiful fall day riders faced the tight trees, mud and the notorious "sluice" for which the Delaware enduro has become famous. It was a day in which Team Suzuki brought its entire off-road team to Delaware in an effort to win its third off-road title this year. With a protest pending from Kawasaki, the huge team effort led by former National Enduro Champion Steve Hatch apparently was large enough to get the job done.

The battle everyone was hoping for between the two top contenders and National Champions, Team Suzuki rider Randy Hawkins and Kawasaki Team Green rider Ty Davis, never materialized after Hawkins' bike developed mechanical problems early in the event. But the battle between Davis and the rest of Team Suzuki continued until the very end.

It was Hatch's day. The Team Suzuki and former National Enduro Champion was in a league of his own as he consistently turned in the fastest times of the day and rode to a convincing win.

"I came out here to help win the title for my teammate, Randy," Hatch said. "The win felt real good. It makes me want to ride more enduros. But I'm going to make a full commitment to the GNCC series next year, I think I have a good chance to win that title."

During the last few years, Hatch has shown that he has the speed to win many events, but several injuries have kept him from earning more titles. Hatch did make a commitment to attend some enduros next year and left the door open to possibly seek another enduro title in 1998.

Hatch came to Delaware with a heavily wrapped hand from a thumb injury suffered at a recent GNCC round. Team Suzuki members joked afterward that they will have to intentionally injure Hatch's hand more often since he rode so well. Hawkins said of his teammate, "Steve goes faster when he can't use as much throttle."

Recently crowned AMA Hare Scrambles Champion and Team Suzuki rider Rodney Smith also came to Delaware to help his team win, although Smith has ridden few in the past. He carried no time-keeping equipment on his bike, but rode on the same minute with teammate Hawkins - who would ever think you would need time-keeping equipment when riding with the five-time National Champion who has won Delaware several times. There is nobody better at time keeping than Hawkins.

Smith rode hard and fast all day and finished in second place - and also became the deciding factor in the championship series. Davis, who finished third, needed to finish second to have a chance of winning his second National Championship. Hawkins was assured of his sixth national championship as long as Davis didn't break into the top two, regardless of his result.

(Left) Former Enduro National Champion and Team Suzuki rider Steve Hatch came out to Delaware and stole the show by taking the win and securing fourth overall in the point standings.
(Below) Team Suzuki's Rodney Smith rode to a second place, denying Ty Davis the championship.

"This was a great team effort," Hawkins said. "These guys (Rodney Smith and Steve Hatch) are like my brothers. We spend a lot of time with each other when we are not racing and would do anything to help each other. Our strength is in our team. Steve and Rodney came in here and won this championship for me and Suzuki."

It would be nice if the story ended here. Unfortunately, it doesn't and this championship will always have a cloud of uncertainty over it.

Before the first gas stop, Hawkins' bike seized. Instead of quitting the race, he swapped bikes with teammate Mark Hyde, who was riding on the same minute with Hawkins and Smith. Hyde was riding Hawkins' practice bike which was nearly identical to the bike Hawkins started on.

After switching bikes, Hawkins caught up with Smith in the notorious "sluice" section and may have helped keep Smith from burning the next check. Over half the AA and A riders burned the next check and eliminated their hopes for a high finish. Without time-keeping equipment on his bike, there would have been no way Smith would have known he was running several minutes hot.

"I had already told Rodney (Smith) to wait for me after going through the sluice," Hawkins said. "If I didn't come through, he was supposed to ride with Steve (Hatch), who was in the next row back. By waiting for Steve, Rodney could have gone through the next check in the last few seconds of his minute because Steve would have been riding about five seconds hot. Even if Rodney goes through with Steve, he only drops one point."

That check, number six, was definitely the trickiest of the day with many top riders losing between 22 and 37 points. However, there were still nine checks remaining.

At the first gas stop, Team Suzuki made some changes on the bike Hawkins was now riding to help him continue. This included placing Hawkins' scorecard on the swapped bike and replacing the letter "B" which belonged to Hyde with the letter "A" which was Hawkins' starting letter. Hawkins continued racing the event and was able to provide time keeping for Smith the rest of the day.

What we won't know is how Smith might have finished if Hawkins had not continued riding on the illegal bike (Hyde's bike). Smith is an excellent rider in his own right (he has won the Hare Scrambles and Qualifier Series titles this year). He also had picked up a point on Davis before Hawkins' bike broke. On the other hand, most enduro riders understand it would have been exceedingly difficult for anyone to finish in the top five without time-keeping equipment, let alone for someone who is relatively new to enduros.

Hawkins, who had failed to improve his points situation any with his fourth-place finish, disqualified himself after the race. The controversy, and protest that is pending, is over Hawkins' actions and Smith's finish. As it currently stands, Smith's second-place finish allows Hawkins to win his sixth AMA National Enduro Championship. If Smith's finish is thrown out, then Davis wins his second consecutive AMA National Enduro Championship.

The Delaware event has produced three showdowns in the last four years, but none to compare with this one. In 1993, Hawkins won the event to take the championship over Hatch. In 1994, Hatch won the event to take the championship over former national champion Kevin Hines. In 1995, Davis had locked up the series title before the Delaware round.

Securing the title early last year may have hurt Davis this year. By electing not to ride Delaware last year, Davis had to defend his championship while riding this event for the first time.

Despite the controversy, the enduro was perceived as an excellent event. It didn't offer anything that was too technical, but did offer challenging terrain that couldn't be ridden quite as fast as the given speed average.

"This is a good enduro, a real enduro," Hines said. "I never do too well here, but it is a good enduro." Hines' bike suffered a seized lower rod bearing at about the same place as Hawkins' bike broke. Hines had enough solid finishes to secure fourth overall in the yearend standings.

KTM's Michael Lafferty, who has locked up third overall in the standings, also had mechanical problems and was unable to finish. The rising star had hoped for a top finish to end his best year and to help celebrate his 21st birthday.

Eight-time National Enduro Champion Dick Burleson showed up to ride the event for the first time. Burleson, who piloted his KLX to second Senior A and 12th overall, was happy with the event.

"It was a great event," he declared. "The club checked you in and checked you out. They had challenging sections. It was hard to maintain the speed average. It was an event in which the best rider can win."

250cc A rider Jeff Kirchner rode a solid race and earned fourth overall. Fifth went to KTM's Alan Randt who had his best finish of the year.

Riders had to hammer from the very beginning as the event started with a test immediately after the start, running riders through the reeds for which this event is famous. Some rutty terrain and a full-on grass track also were a part of the first section.

Only a handful of riders was ready for the quick start. Hatch, Hawkins, Rodney Smith, CRE rider Chris Smith and Suzuki rider Fred Hoess all dropped one point at the first check. About a dozen riders dropped two, including Davis. Most A riders dropped three or four points.

The club then ran the riders down some asphalt, allowing them to get back on time before being checked into another section. This next section had lots of ruts and mud. The club placed wood pallets across the trail in places to make it easier to ride. Some riders had the misfortune of getting off the pallets and stuck in deep mud.

Hatch, Hawkins, Rodney Smith, Davis, Chris Smith, Hoess, Tim Tabor, Frank Vanamon, Richard Lafferty and Joel Dingler all dropped a single point at check three. Hatch was the only rider with a chance of zeroing the check, but he spun out in the mud just 50 feet from the check. The few seconds he lost were just enough to take him out of his minute. Most AA and A riders came into the check two to four minutes late.

The club, again, checked riders into the next section, where the trail consisted mostly of muddy and wooded terrain that was described by many as fast and with good berms. The speed average was high enough that everyone rode late into check five.

Hatch declared early that it was going to be his day as he blitzed through the section, hitting check five at 1:29. Chris Smith just missed the tick of the clock and went 2:00. Davis went 2:30, Rodney Smith 2:32, and Kevin Bennett went 2:49. There were only a few threes while most riders lost four or more minutes.

Hawkins went 4:11 after his bike seized and he lost time switching bikes with teammate Mark Hyde.

Riders carried their late time into the notorious "sluice" section. This rocky downhill creek had about a foot of water rushing down it. There was so much water you couldn't see the rocks underneath. All the riders struggled getting through this section.

With riders arriving late and having to go very slow through the sluice, many lost track of the fact the club had put a 1-mph average for two miles through the difficult section. Most of the AA and A riders hammered through the section only to arrive early at the next check.

Chris Smith flew through the sluice better than anyone, but ended up burning check six by eight minutes and dropping 37 points.

Hatch and Davis maintained their composure, kept an eye on their timekeeping equipment and zeroed the check. Hawkins, who was now riding Hyde's bike, caught Rodney Smith in the sluice and may have helped keep Smith from burning the check. After the race, Smith said to Hawkins, "I would have burned that check if you hadn't caught me."

From check six, the riders had a free ride into the first gas stop for 30 minutes of free time.

After the gas stop, the club placed a control start before running riders into a long, 28-mile section of trail through reeds and woods. The section was not as challenging as it was long, and had a speed average that couldn't be maintained. The club put a check in the middle and one at the end.

Hatch once again smoked everyone, dropping 2:52 at check seven and another two minutes at check eight. Hatch, who was riding on row 26, caught Rodney Smith and the two rode together into the second gas stop. Smith went 3:53 and 3.

Davis, who was having "trouble adjusting to the reeds," went 4:57 and 4. Hawkins, who was having trouble with his second bike, fell off the pace and went 5:08 and 7. Chris Smith went 5:10 and 5. Kevin Bennett went 6:27 and 7. The next-closest rider was more than two minutes slower.

There was another 30 minutes of free time at the second gas stop. Team Suzuki used this time to its advantage and did a major rebuilding job on Hawkins' bike to make it run noticeably better.

Slightly more than halfway through the event, and with six checks still to go, Hatch had built a commanding lead with seven points. Rodney Smith trailed with 10. Davis had 13 while Hawkins had 18. Alan Randt had 24.

Adding to the controversy, from this point on Hawkins and Rodney Smith were rarely more than 10 feet apart. We will never know how much, if any, Hawkins' continued race on an illegal bike may have helped out Rodney Smith.

After the second gas stop, the club used another start control to head riders into another long trail with more woods, reeds and back through the sluice again before coming into the third gas stop. The section included four checks.

Hatch again was the fastest, scoring a 2, 0, 3, 0, respectively, at checks nine through 12. Hawkins, Rodney Smith and Davis all went 2, 1, 3, 0. Hoess was next fastest through with 3, 1, 4, 0.

The third gas stop provided riders with another 30 minutes of free time before sending riders into two final sections. The leader board changed little. Hatch led with 12, Rodney Smith had 16, Davis had 19, Hawkins had 24 and Kirchner closed out the top five with 45 points.

After running the riders down another road section, the club checked riders into a wooded trail section that included trails used earlier in the day.

Again, Hatch came out at the other end with the fastest time. He went 2:55. Hawkins and Rodney Smith went 2:58 and 2:59, respectively. Davis went 3:08, while Hoess turned in a 3:27.

The club used one more start control before sending riders through a repeat of trail used in the first loop. The speed average was bumped to 36 mph. The club included a fast sand track with several jumps that allowed for some great spectating near the finish.

Hatch, Hawkins, Rodney Smith, Davis, Chris Smith, Hoess and Dingler all dropped three minutes at the final check. Bennett, Stavish, Randt, Tabor, Vanamon, Richard Lafferty and Mark Spence all dropped four. Everyone else was five minutes or more late to the final check. CN

(Right) Kawasaki Team Green rider Ty Davis had to finish second or better to take the championship. A third place in the event left him in second in the series points race. A pending appeal with the AMA on Hawkins' and Team Suzuki's actions may still award Davis the title.

(Above left) This is Randy Hawkins before the first gas stop on teammate Mark Hyde's bike with Hyde's number (25B). (Above right)This is Hawkins on Hyde's bike after the first gas stop with his own number mounted (25A). Hawkins rode to fourth overall, but disqualified himself after the event.

Delaware State Enduro
Delaware City, Delaware
Results: October 27, 1996 (Round 9 of 9)

O/A: 1. Steve Hatch (Suz) 17; 2. Rodney Smith (Suz) 21; 3. Ty Davis (Kaw) 25; 4. Jeff Kirchner, 54; 5. Alan Randt (KTM) 56; 6. Bradley Sells, 58; 7. Chris Smith (CRE) 65; 8. Fred Hoess (Suz) 67; 9. Matt Stavish (KTM) 68; 10. Todd Reder 70; 11. Terry Tucker, 70; 12. Dick Burleson (Kaw) 70; 13. Richard Lafferty (KTM) 71; 14. Mike Lagomarslon, 72; 15. Kevin Bennett (KTM) 72; 16. Mark Spence, 73; 17. Scott Chapkovich, 77; 18. Mike Slechta (CRE) 79; 19. Joel Dingler, 80; 20. Mark Hummel 80.

O/A A: Rodney Smith, 21.

125 A: 1. Eric Pirie 83; 2. Ehis Tomlin 93; 3. Dale Tomlin 93.

200 A: 1. Phil Stevens 85; 2. Robert Mohn 85; 3. Scott Ober 98.

250 A: 1. Fred Hoess 67; 2. Tim Tabor 76; 3. Scott Chapkovich 77.

OPEN A: 1. Bradley Sells 58; 2. Michael Slechta 79; 3. Bryon Culbertson 89.

4-STRK A: 1. Mark Hummel 80; 2. Stephen Chapkovich 83; 3. Bill Atkinson 92.

VET A: 1. Todd Reder 70; 2. Rick Ingold 86; 3. Glenn Scherer 94.

SR A: 1. Terry Tucker 70; 2. Dick Burleson 70; 3. Mike Lagonmarslon 72.

S/SR A: 1. Richard Trader 153; 2. Jack Schwarz 376.

O/A B: Robert King 88.

125 B: 1. Brad Sink 97; 2. Michael Sigety 106; 3. Craig Copeland 117.

200 B: 1. Todd Quinn 91; 2. George Sigler 143; 3. Michael Barr 170.

250 B: 1. Samuel Verdetto 104; 2. Jim Waller 120; 3. Daniel Day 138.

OPEN B: 1. James Reder 97; 2. Allen Switzer 114; 3. Mark Adkins 131.

4-STRK B: 1. Mark Quador 137; 2. Thomas Britton 151; 3. Robert Barr 179.

VET B: 1. Jeff Reder 97; 2. Michael Dolecek 123; 3. Tim Kohl.

S/SR B: 1. Dale Verdetto 240.

O/A C: George Cavanaugh 90.

200 C: 1. Jeff Brander 100; 2. Lew Robbins 107; 3. Corky Wertz 108.

250 C: 1. Allan Hooper 94; 2. Jeffrey Brown 94; 3. Jerry Culbertson 96.

OPEN C: 1, Karl Dodson 95; 2. Donald Mercilhott 107; 3. Ray Strohm 108.

4-STRK C: 1. John Lible 118; 2. Jon Mettl 136; 3. Ken Doane 174.

VET C: 1. Steve Bertoling 108; 2. Jeff Fox 123; 3. Norman Franckle 138.

DUAL SPT: 1. John Zanotto 166; 2. Dan Polak 176; 3. John Storck 192.

WMN: 1. Marla Lombardo.

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES POINT STANDINGS (After 9 of 9 rounds - best seven counted): 1. Randy Hawkins (184/4 wins); 2. Ty Davis (182/4 wins); 3. Michael Lafferty (146); 4. Kevin Hines (107); 5. Steve Hatch (103/1 win); 6. Matt Stavish (83); 7. Kevin Bennett (69); 8. Tim Tabor (58); 9. Kelly Getz (48); 10. Bradley Sells (44); 11. Kelby Pepper (40); 12. Jason Dahners (38), 13. Alan Randt (28); 14. Chris Smith (27); 15. Craig Holasek (26); 16 (TIE) Patrick Garrahan/Rodney Smith (25); 18. Terry Cunningham (25); 19. David Lykke (24); 20. Jeff Fredette (23).

Final round: Ironman GNCC

Smith at the line

Rodney Smith won a close battle with series champion Scott Summers at the final round of the Grand National Cross Country Series.

By Davey Coombs
Photo by Kim Clough

CRAWFORDSVILLE, IN, OCT. 26

American Suzuki-backed Rodney Smith beat American Honda's Scott Summers by just one second at the Ironman GNCC in Crawfordsville, Indiana.

The Ironman GNCC, the final event of the 13-race 1996 Grand National Cross Country tour, was of no consequence to the championship equation as Summers had already clinched the overall title two rounds earlier. Still, the event turned out to be one of the closest battles of the season as Smith, the AMA National Hare Scrambles and AMA National Reliability Series Champion, went head to head with his cross country counterpart in a pride-only duel.

Third overall went to SCR Yamaha's Duane Conner, who finished the GNCC Series fourth overall for the second year in a row.

"There was no pressure for either of us today," said Smith, who hails from California. "We were having a lot of fun, waving back and forth at each other, and just having a good time racing with one another. You don't often get to go out and race together like that with someone like Summers, at least not when it's a high-pressure deal."

When reminded that it had been more than a year since he last won a GNCC event, Smith joked that it felt like it had been longer: "I almost felt like riding the Vet class today!"

"That was the most fun I had racing all year long," said Summers, who came up just one half of a bike length short of taking his seventh victory of the cross country season. "Rodney and I were just jamming and it was a lot of fun."

"I had a good day today and I did what I had to do," said Conner, who finished just more than a minute behind the overall leaders but also edged out fellow Yamaha pilot Fred Andrews for fourth in the standings. "I wanted to get up there with Scott and Rodney, but then Fred caught me with about three laps to go and I was more worried about that than catching those other guys."

Rounding out the top five overall in Indiana were outgoing GNCC Series Champion Scott Plessinger of the KTM team and West Coast visitor Jason Dahners. The next five in the final overall results were Yamaha-mounted Doug Blackwell, Pennsylvania's Frank Keegan, Steve Leivan, rising off-road star Barry Hawk and Vet A-class champion Tim Shephard.

The Ironman GNCC was on the cross country schedule for the second straight year. (The race is held in honor of the late Bob Sloan, a GNCC quadcycle series champion and a long-time motorcycle competitor.) The central Indiana course measured about eight miles per lap in length and had a complete mix of hills, bogs, extremely tight woods and creek crossings. Lap times were right around 24 minutes in gray, gloomy conditions.

After a dead-engine start, Smith found himself in the early lead ahead of Summers, Plessinger, Conner, Andrews and the rest of the GNCC regulars. Smith's Suzuki teammate Steve Hatch, an early title contender for the '96 series, did not participate but had already clinched third overall in the rankings.

Smith would lead at the barrels for all but two of the eight laps. At the halfway mark, a surprising Dahners was in front of the seven-bike freight train of leaders that also included, in order, Smith, Summers, Conner, Plessinger, Blackwell and Andrews. One lap later it was Summers who led the pack into the barrels with Smith right behind him.

Eventually Andrews would bow out with a broken case and Blackwell and Dahners would fall off the pace. At the front of the pack, Smith and Summers would begin pulling away from everyone else.

"Plessinger caught me with two laps to go and he really helped my pace, too," Conner said, "but he went down when he hit a lapped rider, which is something that could have happened to any of us. The track was fast and fun and I was motivated to ride hard and beat Fred in the standings."

"I started getting tired those last two laps after I caught Duane," said Plessinger, who will carry the number-two plate in the GNCC next year after two straight years carrying the number one. "This lapped rider wanted to race with me and I tagged a tree and endoed trying to pass him. So after that I just rode in the rest of the race. It was a pretty bad break because I had cut into the lead (of Summers and Smith) to the point where I was just about 30 seconds back when I crashed. I don't know if I would have been able to actually catch

them, but I really wanted to get one more win." Plessinger had won the last two rounds of the series going into the finale.

With Plessinger no longer a threat - his steering dampener had been locking up on him all afternoon - and Conner on cruise control, Smith and Summers went about the business of deciding the win. Smith had been in control for most of the day and, other than a few sorties by Summers, was able to maintain control for most of the way.

"After we left the barrels the last time Scott pulled away from me a little bit, but then he made a mistake," Smith said of the final sprint to the finish. "He let me get back by and I was in control again. The whole last lap I just wasn't taking any chances and it worked out my way."

"I got behind a lapper on the last lap and Rodney got completely out of sight," Summers said of the waning moments of the battle. "I was just working my butt off to catch back up and make a pass. About 50 yards from the finish there was a little ditch and I was thinking I could make the pass there but Rodney must have had the same idea because he moved over into my line. He rode a really smart race."

"I really didn't need to come here today, but the win was real important for my team," Smith added. "I've been out on the road for five weeks and I have one more race tomorrow (Sunday afternoon's final round of the AMA National Enduro Series) before I finally get a break. Winning today will make the drive home a whole lot better." CN

Ironman GNCC
Crawfordsville, Indiana
Results: October 26, 1996 (Round 13 of 13)

O/A: 1. Rodney Smith (Suz); 2. Scott Summers (Hon); 3. Duane Conner (Yam); 4. Scott Plessinger (KTM); 5. Jason Dahners (KTM); 6. Doug Blackwell (Yam); 7. Frank Keegan (Yam); 8. Steve Leivan (Yam); 9. Barry Hawk (Suz); 10. Tim Shephard (Yam); 11. Daryl Conner (Yam); 12. Todd Morain (Yam); 13. Jeff Russell (Yam); 14. Heath Bennett (Yam); 15. Jeff Lauth (Kaw); 16. Scott Luca (KTM); 17. John Bennett (Yam); 18. Brian Keegan (Yam); 19. Scott McLaughlin (Yam); 20. Corey Parlin (Yam).

PRO: 1. Rodney Smith (Suz); 2. Scott Summers (Hon); 3. Duane Conner (Yam); 4. Scott Plessinger (KTM); 5. Jason Dahners (KTM).

OPEN A: 1. Brian Sovak (Hon); 2. Troy Schlereth (Hon); 3. Bill Cavanagh (KTM); 4. Michael Amedeo (Kaw); 5. Greg Holden (KTM).

250 A: 1. Barry Hawk (Suz); 2. Daryl Conner (Yam); 3. Todd Morain (Yam); 4. Jeff Lauth (Kaw); 5. Darius Lattea (Yam).

200 A: 1. Heath Bennett (Yam); 2. John Bennett (Yam); 3. Corey Parlin (Yam); 4. Timothy Mosberger (Kaw); 5. Ronald Johnson (Hon).

4 STRK A: 1. Ralph Thorn (Suz); 2. Scott Phillips (Suz); 3. Steve Stiller (Hon); 4. Perry Peters (Suz); 5. Mark Harshman (Suz).

VET A: 1. Tim Shepard (Yam); 2. Jeff Russell (Yam); 3. Daniel Palermo (Yam); 4. Mike McCarren (Yam); 5. Robert Kirchner (Suz).

SR A: 1. Gallie Ward (Yam); 2. Terry Mealer (Yam); 3. Michael Schwartz (Suz).

S/SR: 1. William Gusse (Kaw); 2. Al Chuppa (Yam); 3. Harold Hazel (Kaw); 4. William Bradley (Hon); 5. Dave Coombs (Yam).

OPEN B: 1. Robert Lich (Kaw); 2. Rick Matteson (KTM); 3. Stewart Lich (Kaw); 4. Mark Willis (KTM); 5. John Addington (KTM).

250 B: 1. Mickey Frantz (Yam); 2. Jeff Cregg (Kaw); 3. Rick Lukaesko (Yam); 4. Jim Kelly (Yam); 5. Ronald Stetz (Yam).

200 B: 1. Steve Graves (Yam); 2. Isaac Ackels (Kaw); 3. Jeff Moore (Kaw); 4. Craig Moore (Yam); 5. Michael Miller (Yam).

4 STRK B: 1. Terry Meek (Suz); 2. Troy Wertz (Hon); 3. Stacey Clark (Hon); 4. Shane Munger (Suz); 5. Brian Bradley (Hon).

VET B: 1. Michael Postlewaite (Kaw); 2. Clark Munger (Suz); 3. Curtis Baldwin (Yam); 4. Mark Adkins (KTM); 5. James Vicheck (Yam).

SR B: 1. Robin Miller (Yam); 2. Steven Hashman (KTM); 3. John Bradley (Kaw); 4. Galen Campbell (Kaw); 5. Lee Miller (Kaw).

200 C: 1. Jeremy Ash (Yam); 2. Aaron Johns (Yam); 3. Jeremy Morris (Kaw); 4. Terry Buening (Kaw); 5. Tommy Povenski (Yam).

OPEN C: 1. Jonathan Wendell (Suz); 2. Jason Jarvis (KTM); 3. Mark Yukevich (Yam); 4. Ted Stone (KTM); 5. Russ Blystone (Kaw).

FINAL AMA GRAND NATIONAL CROSS COUNTRY SERIES POINTS STANDINGS (After 13 of 13 rounds): 1. Scott Summers (157); 2. Scott Plessinger (154); 3. Steve Hatch (150); 4. Duane Conner (139); 5. Fred Andrews (137); 6. Doug Blackwell (131); 7. Randy Hawkins (124); 8. Rodney Smith (117); 9. Frank Keegan (114); 10. Jason Dahners (104); 11. Gene Onail (97); 12. Robert Bennett (76); 13. Brian Keegan (73): 14. Jim Jarrett (67); 15. Tim Shepard (56); 16. Daryl Conner (62); 17. Todd Morain (60); 18. Tom Carson (59); 19. Barry Hawk (44); 20. Jeff Russell (38).

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Pro practice: 3:PM Race: 8:PM

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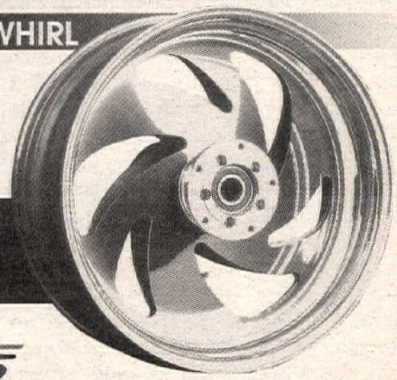

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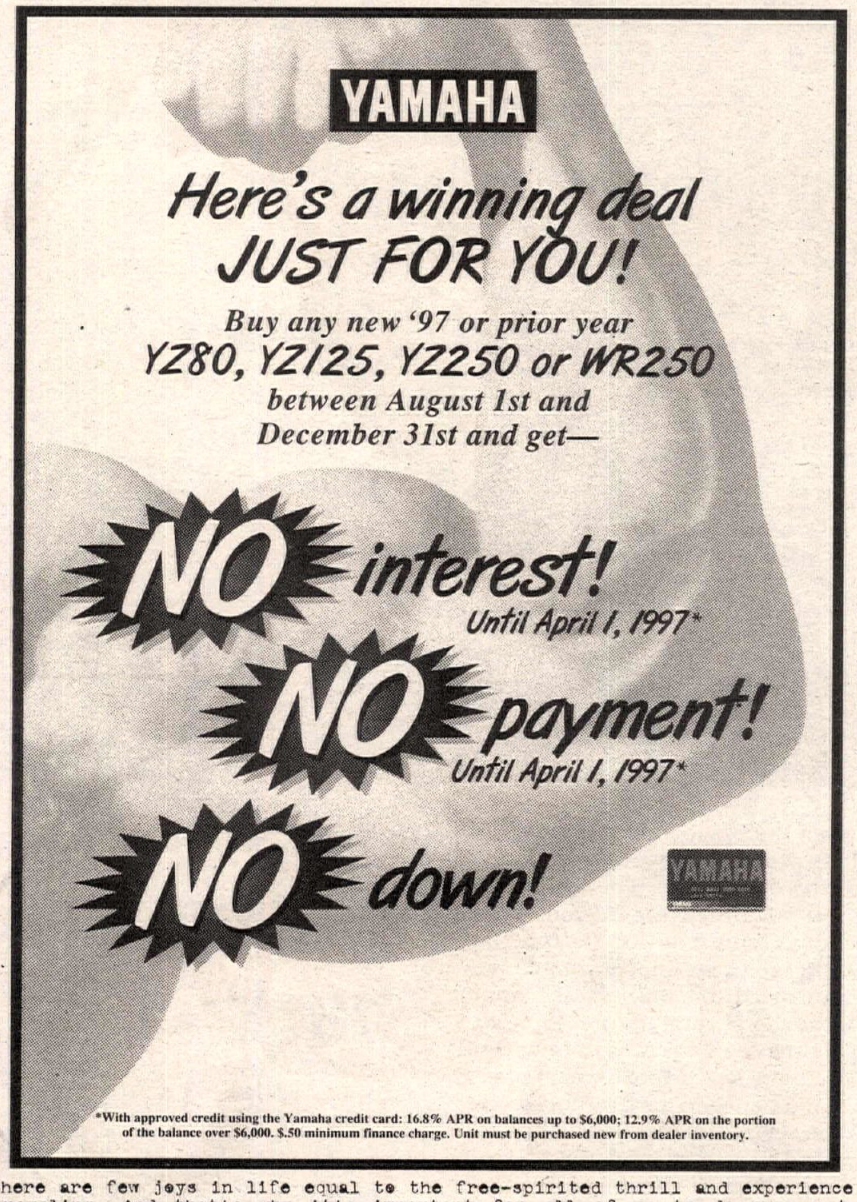

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(954)785-4820

Cycles Of Palm Beach
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(407)683-1642

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Augusta, GA 30906
(706)793-2338

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Dalton, GA 30721
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Motions Yamaha
333 N. Cobb Pkwy. (Hwy. 41)
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(770)425-4000

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Libertyville, IL 60048
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(815)633-7163

Holzhauer's Pro Motor Sports
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Nashville, IL 62263
(618)327-4005

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Surdyke Racing
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Festus, MO 63028
(800)748-RIDE (7433)

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Hi-Tech Motorsports
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Billings, MT 59101
1-800-735-9356

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Ramer Motors
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Omaha, NE 68106
(402)556-1306

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Sports West Yamaha
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Las Vegas, NV 89102
(702)221-9762

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Hudson Cycle Center, Inc.
2 Flagstone Drive
Hudson, NH 03051
(603)882-1573

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Motion Enterprises Yamaha
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Egg Harbor Township, NJ 08234
(609)645-8181

Motion Enterprises Yamaha
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Hammonton, NJ 08037
(609)561-8181

Stumpy's The Yamaha Giant
1207 Highway 35
Neptune, NJ 07753
(800)924-8371

Ramsey Cycle Sports
995 Route 17 South
Ramsey, NJ 07446
(201)825-3333

Sussex Motorsports
446 Route #23
Sussex, NJ 07461
(201)875-3640

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Albuquerque, NM 87110
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Athens Sport Cycles Inc.
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Athens, OH 45701
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Beechmont Motorsports
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Cincinnati, OH 45245
(513)752-0088

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Roseburg, OR 97470
(541)672-4179

Beaverton Yamaha
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Tigard, OR 97223
(503)684-6600

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Broomall, PA 19008
(610)356-2662

Gibsonia Cycle Center
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Gibsonia, PA 15044
(412)487-2803

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Lanc, PA 17601
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Woodbridge, VA 22192
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408 Roosevelt
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(360)825-4502

Longview Motorsports
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Longview, WA 98632
(360)636-1220

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(Left) Billy Whitley (17) grabbed the first-moto 250cc Pro holeshot at the second annual Texas Pro challenge in Tyler, Texas. (Below) Charley Bogard was the overall winner in the 125cc Pro class at the Texas Pro Challenge.

Reynard rebounds

By Kat Spann
Photos by Chris Deutschen

TYLER, TX, OCT. 27

Oklahoma's Robbie Reynard cleaned house in the 250cc Pro class at the second annual Pro Challenge hosted by Swan Cycle Park.

Primal Impulse-backed Reynard claimed the first-moto win after a 10-lap battle for the lead with Honda of Troy's Mike Brown. Reynard's second-moto win came by way of a come-from-behind surge, awarding him the biggest chunk of the $15,000 purse.

"I think the race was a big success," promoter Trey Clingfost said. "We had perfect weather, considering that the weather reports predicted rain and thunderstorms for all of north and east Texas. I'm sure that's what chased off a bunch of people from coming."

Brown set the pace in the first 30-minute-plus-one-lap 125cc Pro moto by nailing a picture-perfect holeshot, chased by Team Green's Billy Whitley into the first turn. Reynard rode up on Whitley in the first lap and moved into second, and then quickly began to chase down Brown. Seventeen-year-old Charley Bogard used his American Suzuki machine to challenge Whitley for third, succeeding in his efforts on lap three while Reynard reeled in Brown.

Reynard made his first attack in the whoops at the top of lap five to take the lead from Brown, but then Brown came back in the next section to fly past Reynard off the number-three jump. Brown pulled on Reynard a little, but then Reynard came back for more as he hounded Brown for three laps, then took the lead for good.

"I missed a gear coming out of the back section and Robbie got by me," Brown said. "When he started to pull ahead, I just slacked off and rode my own race in second."

Moto two belonged to young Bogard from start to finish. After nailing the holeshot, Bogard wasted little time in establishing the lead, gaining time immediately on second-place Brown. Brandon Roberts raced into the second lap in third, hounded by Michael Peacock and Reynard. Reynard hit the powerband and passed both Peacock and Roberts for third, but Brown and Bogard were long gone by this point.

"I knew Brown and I were pulling away from Robbie shortly into the moto, but I didn't know what was the matter," Bogard said. "I just knew if I could get Brown off of me for a little while, I could relax and start riding some good laps."

"I was at a Honda dealer show last week and didn't have any practice and it showed a little bit," Brown said. "But this is one of the best tracks I've ever ridden on. It's a good workout."

"I got a bad start and tried to catch up," Reynard commented, "but then I got cramps real bad and dropped back. I jammed my thumb three weeks ago and have been careful with my riding."

Whitley stepped up to the plate in the first 250cc Pro moto and took the holeshot in the 26-rider field. Whitley kept the wolves at bay into lap two before Brown went inside and took the lead out of the last wooded section. Thirty-three-year-old Dennis Hawthorne raced in third, followed by Brad Woolsey and Reynard. Reynard passed Woolsey in lap four, then went after Hawthorne, passing him in the next lap for third.

Whitley then was challenged by Reynard, who chased him into the next lap before passing in the back section. With the field clear, Reynard then set his sights on Brown for the lead.

It was at the halfway mark that Reynard reeled in Brown for the attack, first in the whoops and into the first downhill, then bumping bars for two more turns before Reynard got around in the final woods after the ski jump.

Once out front, Reynard was gone. Brown raced by himself in second, while Jeff Dement came up on Whitley, having worked his way from sixth to third. Dement hammered down on Whitley in lap 10 to take over the number-three spot and held tight until he got caught up with a lapped rider two laps later and lost his position to Bogard.

Hawthorne holeshot the second moto of the 250cc Pro event, chased by Dement, Woolsey, Brown and a recovering Reynard, who had spent his time between the 125cc final and this moto battling nausea and stomach cramps.

Reynard picked off Woolsey first and then went after Dement and Hawthorne, passing both in the next lap. Dement, fully rested for this moto having not raced the 125cc class, caught Hawthorne before the whoops, but Hawthorne countered and kept his lead for two more laps before Dement passed again and slammed the door for second.

Woolsey raced after Hawthorne for two laps and caught him for third, keeping his position all the way to the checkered flag. Hawthorne finished a respectable fourth, followed by Bogard in fifth.

Reynard's pair of aces gave him the overall win with Dement's 4-2 earning him the runner-up spot. Bogard claimed third by way of a 3-5 tally, while Woolsey finished fifth and Hawthorne sixth.

Results

125 PRO: 1. Charley Bogard (Suz); 2. Mike Brown (Hon); 3. Robbie Reynard (Hon); 4. Billy Whitley (Kaw); 5. Michael Peacock (Hon).

250 PRO: 1. Robbie Reynard (Hon); 2. Jeff Dement (Kaw); 3. Vince Kacir (Hon); 4. Brad Woolsey (Kaw); 5. Dennis Hawthorne (Kaw).

100cc Four-Stroke Mini-Cycle TT National

The king is back

By Max Speed
Photos by Stewart

LODI, CA, OCT. 27

The fifth annual 100cc Four-Stroke Mini-Cycle TT National featured seasoned veteran Chris Carr battling talented 14-year-old Toby Jorgensen to see which two-time winner would earn the right to be called the King of Lodi Cycle Bowl.

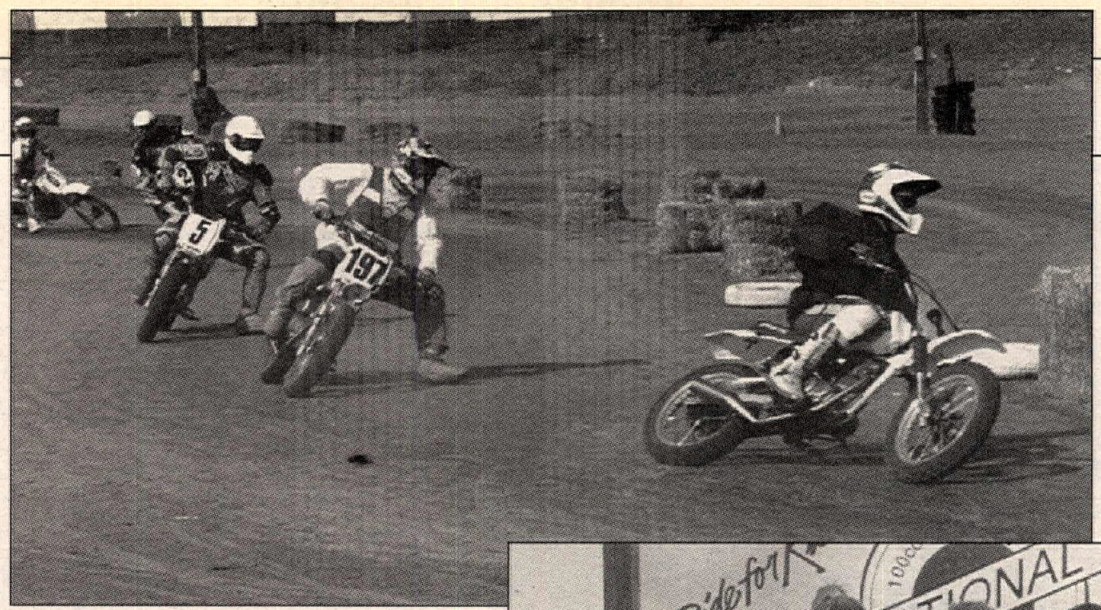
The main event consisted of 21 Expert racers on highly modified Honda or Suzuki 100cc four-stroke minibikes. Chris Carr nailed the holeshot and the lead going into the infield. Jorgensen quickly got around a couple of riders to give chase. The first lap saw Carr in first followed by Jorgensen who in turn had Kenny Noyes right on his back fender.

The first few laps saw Carr inching away, but after about four laps, Jorgensen started to whittle away at his lead. By lap seven they were staging a race within a race.

For the next 20 laps, they were never more than six bike lengths apart and ran side-by-side numerous times through the turns. Noyes had a firm hold on third place with William Arbagast, Brad Spencer, Rob Damron, Paul Iwanagwa and Frank Kye battling fiercely behind him. Lapped traffic came into play around lap 10. Racers were going through the corners two and three abreast. Carr and Jorgensen diced inside and outside of the other racers as the lead changed four or five times.

An unfortunate incident on the front straight took out Noyes and gave third to Arbagast. Carr managed to hold off the the hard-charging Jorgensen to win by inches over his younger rival. In deference to the teen-age runner-up, the club switched from the traditional champagne to sparkling apple cider. They also armed the people around the podium with Silly String to retaliate against the spraying cider. The result was messy but lots of fun.

The Vet class had a surprise winner. Jerry Bernardo of Motoworld 2 took the checkered ahead of Arbogast. Bernardo got a bad start and was working his way backward at an alarming rate. An anonymous track worker showed him the fast line through the infield, enabling hm to make up incredible ground on the leaders. Some people said that he was cutting the course, but discussions with the track designer revealed that a fast line was indeed there but could only be used by VIP racers. Arbagast raced on the long course to take the real win.



(Left) Chris Carr (4) was the winner of the 100cc Four-Stroke Mini-Cycle TT National and came in second in Pro-Am racing in Lodi, California.
(Below) (left to right) William Arbogast, Chris Carr and Toby Jorgensen are caught in a war of cider vs. Silly String on the podium after the 100cc A event.

The Pro National was distinguished by unique strategies, passing techniques and crossups over the jumps. Eric Bostrom grabbed the holeshot with Frank Nye and Chris Carr in tow. Carr disposed of Nye on the third lap, as did Brad Spencer. Nye came back to join the fight with Carr and Bostrom.

While the front-runners paced themselves for the last five laps, Johnny Murphree was on the gas and charging up to the front. Murphree made his presence known as he stole the lead on lap 13. Carr took soil samples in the first right-hander on this lap, but was back up and running in sixth place, approximately 25 seconds behind race leaders Murphree and Nye.

By the white-flag lap, Carr was up to fourth and a couple of bike lengths from Nye, whose race ended mysteriously on the 19th of 20 laps. Carr disposed of Bostrom and set his sights on the leader, making a great run out of the last turn but coming up a few feet short of the win. Murphree was thrilled with his victory on a motorcycle from David de Camp.

About pulling off on lap 19, Nye said: "I'm not sure what happened. I

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Franklin Ramey III emerged the winner of a very close race at round seven of the SETRA Enduro Series, held in Florida's Apalachacola National Forest.

think I tucked in so tight that I must have stuck my head up my ass and mistook the white flag for the checkered."

Proceeds from the event will be going to the Pediatric Brain Tumor Foundation of the United States.

Lodi Cycle Bowl
Lodi, California
Results: October 27, 1996

LODI 100cc A NATIONAL: 1. Chris Carr; 2. Toby Jorgensen; 3. William Arbogast; 4. Frank Nye; 5. Brad Spencer.
PRO-AM: 1. Johnny Murphree; 2. Chris Carr; 3. Eric Bostrom; 4. Paul Iwanaga; 5. Rob Damron.
VET: 1. William Arbogast; 2. Brad Spencer; 3. Rich Oliver; 4. Dominic DeMario; 5. David DeCamp.
100 (0-16): 1. Aaron Cisco; 2. Corey Eaton.
60-80 A: 1. Corey Eaton; 2. Nickolas Moore.
60-80 B: 1. Jason Grewe.

SETRA Enduro Series, Round 7

Ramey's Capital performance

By Kenneth King
Photo by Elaina Reynolds

TALLAHASSEE, FL, OCT. 20

KTM-sponsored Franklin Ramey III emerged from a five-way tie to clinch the overall win at the Capital City Enduro. Top 250cc A rider Johnny Cambell took second overall, Senior A-class rider Robbie Neeley was third overall, and 200cc A winner Tommy Veator was fourth. All of these riders had five points, but Ramey had the best score at the tie-breaker checks.

The enduro consisted of 65 miles of trail in the Apalachacola National Forest, 33 before the gas and 32 after. The first half had four checks, with members of the Tallahassee Trail Riders checking riders in and out of each section. After the gas there were four checks, all in/out. The second half of the race was easier than the first, with more jeep roads.

The first section was 11 miles long and contained a lot of new trail. Ramey blazed through with a five-point loss, as did Ashley Brewer, Scott Miller, Johnny McCoy, Doug Massencup, Robert Person, Veator and Neeley. Steven Smith, Michael Grizzle and Jason Chambers all lost six points while Jason Chancey and Jeff Harris both lost seven.

The club placed an auxiliary gas stop at the 11.7-mile mark, followed by a reset with a going-in check followed by 23 miles of woods. Ashley Brewer changed a wheel at the reset and was late going in, losing one point. This section was the most difficult of the day and many points were lost, but it seems the club had miscalculated and placed the check too close to the gas stop so the check was thrown out.

Miller and Steve Saunders should have taken advantage of the auxiliary gas stop and added some gas to their bikes. Both riders lost five points in the first section but ran out gas within a mile of the gas stop. By the time Miller and Saunders refueled they had dropped a ton of points, so they called it a day at the gas stop. Had they finished the enduro, both riders might have been in contention for the overall, as check four was thrown out.

The trail was a little easier after the gas, with Ramey, Brewer McCoy, Veator and Neeley all zeroing the next section. Grizzle, Mike Martin, Chancey, Smith Harris and Massencup lost one point each. All the A riders made the last section on their minute.

Capital City Enduro
Tallahassee, Florida
Results: October 20, 1996

O/A: Franklin Ramey III.
AA: 1. Ashley Brewer; 2. Steven Smith; 3. Michael Grizzle.
200 A: 1. Tommy Veator; 2. J. Calroon; 3. B. Martin.
250 A: 1. Johnny McCoy; 2. Mathew Davidson; 3. Doug Massencup.
OPEN A: 1. J. Chambers; 2. S. Riebow; 3. S. Hardeman.
S/SR A: 1. C. Bridges; 2. J. Ford; 3. J. Thomas.
MSTR A: 1. J. Van Seeters; 2. R. Miller; 3. L. Widener.
125 B: 1. J. Haley; 2. D. Patterson; 3. M. Thomas.
200 B: 1. S. Lewis; 2. B. Dyer; 3. J. Nutt.
250 B: 1. E. Armour; 2. J. Collins; 3. T. Weber.
OPEN B: 1. T. Bennett; 2. L. Allen; 3. D. Deholt.
SR B: 1. G. Bishop; 2. J. Futo; 3. C. Wallace.
S/SR B: 1. S. Chancey; 2. M. Thompson; 3. B. Watkins.
125 C: 1. S. Weldon; 2. P. Ellis; 3. J. Lamb.
200 C: 1. G. Tolson; 2. S. Lamb; 3. B. Becker.
250 C: 1. W. Vineyard; 2. S. Billstrom; 3. W. Breske.
SR C: 1. B. Hill; 2. G. Cowan; 3. S. Bradow.
S/SR C: 1. R. Patterson; 2. S. Huggins; 3. T. Enyart.

Smith puts squeeze on Orange State Enduro

By Kenneth King

BROOKSVILLE, FL, OCT. 6

Team Green rider Steven Smith showed everyone at the Orange State Enduro in the Withlacoochee State Forest that he was the man to beat.

Smith took the overall win in the fifth round of the SETRA Enduro Series with a loss of only four points.

"I really like this enduro," Smith said. "To me, it's the best of the Florida races. I didn't have any problems all day; I just like sand."

The enduro started in the 2,800-acre Croome Cycle Park and traveled outside the park into the state forest and into some of the best trails one could ride. There were roughly 60 miles of trail in the race, with no roads at all. Luckily, the Suncoast Trail Riders added some generous resets to give everyone a break and get back on time.

The terrain was quite varied, going from sandy to whoop sections to rooty trails. There even were some rocks here and there and an abandoned quarry the enduro went through that gave the riders a challenge, along with a hill or two to climb.

Temperatures were mild but muggy all day. It sprinkled on and off all day, just enough to mess up riders' goggles. Traction proved to be excellent as the sand absorbed all the water, making for near-perfect riding.

The enduro started on the edge of the park, with check number one being the start, and immediately went into a 16-mile woods section. It started out fairly fast, then tightened up with a few muddy areas, but at an 18 mph speed average, most everyone zeroed the second check.

Scott Miller got caught a little off guard and burned the check, costing him two points. The trail continued, but changed to a 24 mph average at the nine-mile mark. The first reset and auxiliary gas was at 16 miles and the riders needed a little break.

Check three was a going-in check right after the reset, and all the AAs zeroed it, with the exception of Franklin Ramey; this time he got caught a little ahead of his minute, losing two points. There were 19 miles of trail left to go before the gas break.

There were some very tight trails along with faster sections, and some of those had a lot of whoops. Ramey, Smith, Miller and Ashley Brewer all dropped one point in the section before check four, as did 250cc A riders Johnny McCoy and Steve Saunders and 200cc A rider Tommy Veator.

From check four to the gas stop was roughly three miles. The gas was a known control. Many of the riders assumed that check four was the last check before the gas, but the club fooled them and threw in one at the gas, catching almost everyong by surprise. Smith, Miller, Brewer and Veator all dropped one, while Ramey, McCoy and Saunders each dropped two.

The first half of the race had a close battle going on. Brewer and Veator each had two points, followed by McCoy and Saunders with three each. Miller and Ramey had four and five, respectively.

A restart after the gas sent riders immediately into a 10-mile woods section. This is where the club ran everyone through the old quarry. At the 62-mile mark there was a reset before heading back into the woods.

At check seven, Smith and Brewer had fast times through the section, both riders dropping two points. Miller, McCoy, Saunders, Veator and Ramey each dropped three. Check eight saw Smith, Ramey and McCoy the only riders zeroing the check, while Brewer, Miller and Saunders each lost one. It was Veator's turn to burn a check, and he lost two early points at check eight.

Eighty-three miles into the race - resets included - was the second auxiliary gas. Ten miles of woods remained. All the riders made the last section on time. At race's end, Smith had four points for the top position.

Smith also was on team X-MX, which won the Team class, followed by Brewer with a five for first AA and second overall. McCoy was third overall with a six, which also gave him first in 250cc A; McCoy also was a member of Team X-MX.

Saunders had seven points for second 250cc A and fourth overall. Veator had seven for fifth overall and first 200cc A. Ramey finished the day with an eight. He rode strong in the second half, but said, " After I burned that check, I just couldn't seem to get it together the rest of the day."

Steve Hardeman was smoking all day and won the Open A class. Robert Pearson, another Team-X member, won the Vet A class while his teammate Robbie Neeley once again showed his superiority in the Senior A class and took first, followed by R. Osborne.

Results

O/A: 1. Steven Smith.
250 A: 1. J. McCoy; 2. S. Saunders; 3. M. Davidson.
AA: 1. A. Brewer; 2. S. Miller.
200 A: 1. T. Veator; 2. J. Lagroon; 3. J. Hauser.
OPEN A: 1. S. Hardeman; 2. M. Scott; 3. J. Wingard.
VET A: 1. R. Pearson; 2. K. Boyd; 3. L. Arrington.
4-STRK A: 1. C. Evans; 2. J. Harris; 3. S. Wyman.
SR A: 1. R. Neeley; 2. B. Osbourne; 3. M. Shank.
S/SR A: 1. J. Thomas; 2. C. Colby.
MSTR A: 1. E. Cox; 2. P. Buxey; 3. R. Miller.
GLDN MASTR: 1. J. Haley; 2. B. Gaillard.
250 B: 1. N. Hamilton; 2. F. Annello; 3. D. Galbreath.
200 B: 1. R. Cotton; 2. G. Johnson; 3. T. Myers.
OPEN B: 1. J. Grigsby; 2. M. Dietz; 3. D. DeHart.
VET B: 1. M. Moore; 2. R. Jeffords; 3. B. Granger.
S/SR B: 1. B. Watkins; 2. L. Sheppard; 3. J. Watts.
MSTR B: 1. B. Girrard; 2. W. Meradith; 3. F. Strom.
SR B: 1. G. Wallace; 2. D. Norman; 3. G. Noxon.
4-STRK B: 1. J. Gues; 2. T. Dixon; 3. S. Prevatt.
125 B: 1. J. Haley; 2. D. Patterson; 3. M. Thomas.
250 C: 1. J. Kain; 2. B. Moffat; 3. K. Wilder.
200 C: 1. G. Tolson; 2. S. Lamb; 3. M. Gillard; 4. J. Gantt.
OPEN C: 1. A. Owens; 2. T. Lentz; 3. R. Lindenbaum.
VET C: 1. F. Erickson; 2. G. Luther; 3. J. DeLong; 4. C. Johnson.
SR C: 1. A. Lagasse; 2. R. Wheeler; 3. B. Minnix; 4. D. Semento.
S/SR C: 1. T. Neal; 2. J. Green; 3. S. Shae.
4-STRK C: 1. W. Andrews; 2. R. Loyal; 3. D. Fisher; 4.C. Skyles.
WMN: 1. K. Frank; 2. K. Terrell; 3. V. Wilcox.
MSTR C: 1. B. Fordham; 2. L. Walls; 3. R. Hadley.
125 C: 1. S. Weldon; 2.B. Padgett; 3. D. Brantley.
SPRT 0-200: 1. R. Wilson; 2. K. Bullis; 3. B. Cribbs.
SPRT 201-OPEN: 1. S. West; 2. D. Johnson; 3. T. Morris; 4. T. Kng.
TEAM: 1. Team X-MX; 2. Team MCC; 3. Team Frog.

Stewart strong at Worldsports Motocross

By Kyle Myers

DADE CITY, FL, OCT. 13

James Stewart was the top gun in the Mini class at round four of the Worldsports Gold Cup Series, held at the Pasco County Fairgrounds.

Stewart won both the Super Mini and 80cc (7-11) divisions as over 350 riders competed for Suzuki and Yamaha contingency money.

In the first Super Mini moto, Stewart jumped out to the early lead with Tyson Hadsell, Troy Adams, Jesse Adams and Paul Perebijno following. Hadsell passed Stewart as the field entered the sand section for the first time on the opening circuit.

Hadsell opened up a two-second lead over Stewart as Dan Truman and Ryan Davis moved into fifth and sixth place. Truman then slipped by Jesse Adams, as did Davis on the next lap.

When the white flag came out, Hadsell still enjoyed a slight lead over Stewart that he would hold on to until the finish. Troy Adams cruised home a solid third as Davis was all over Truman. Davis flew by Truman with half a lap to go to finish fourth, and Truman rounded out the top five.

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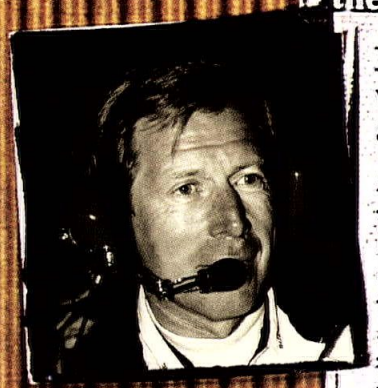
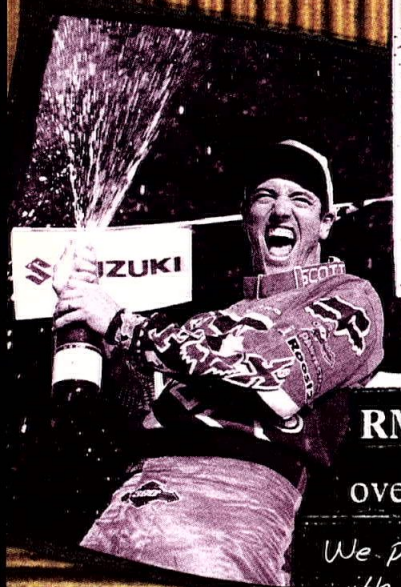


Last year 5-time world champion and motocross legend Roger DeCoster rejoined Suzuki to lead our motocross team to the promised land. He started by redesigning the '96 RMs from the dirt up. And he's still going. If the '97 RMs are any indication, the real legend is just beginning.



RM CONTINGENCY over $3,600,000.00.

We post more money, in more races, in more places, with deeper payouts than any other manufacturer.

For the name of your nearest Suzuki RM dealer, call 1-800-828-RIDE. At Suzuki, we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. The RM-series motorcycles are for closed-course competition use and related practices only. Professional riders photographed under closed-course conditions.

rn to Do the Spanking

New rear linkage ratio provides more progressive action.

Tony D. Motocross School.

Buy an RM and we'll give you free enrollment in the world-famous Tony D. Motocross School to learn how to shred the jumps, ruts, berms and whoops like a pro.

RM125 Last year the RM125 was Dirt Bike Magazine's "Shootout Champion." But then, it's dominated the class for years. And now it has a new exhaust pipe and revised porting for more power plus an even better Twin Chamber Fork. Looks like the competition is in for another thrashing.

RM80 With the best engine in its class the RM80 will help you roost the competition. An all-new front fender highlights a proven winner.

"The clutch and transmission action are both magic." -Dirt Rider 1/96.

New steel clutch drive plates for '97 increase durability.

Revised AETC™ system features new two-piece exhaust valves for improved, more linear power.

GOOD SCHOLAR Program

Hit the books as hard as you hit the track and we'll give you a $500 savings bond.

Factory Support.

With box vans providing technical support at tons of events, and pro- and expert-level dealerships all over the country, nobody covers your back like Suzuki.

SUZUKI®

1997 MX contingency.

a $3,600,000 Pat on Your back.

To find the proper payout, match the letter (for pros) or the number (for amateurs) found after each event with the corresponding payout in the keys to the right.

PROFESSIONAL PAYOUT KEY

	A	B	C	D	E	F	G	H	I	J
1ST	$1000	$1000	$600	$600	$400	$400	$300	$300	$200	$150
2ND	$800	$700	$500	$400	$300	$300	$200	$200	$150	$100
3RD	$600	$500	$400	$350	$250	$200	$150	$150	$100	$75
4TH	$400	$400	$350	$300	$200	$150	$100	$75	$75	$50
5TH	$350	$300	$300	$250	$150	$100	$75	$50	$50	$25
6TH	$300	$200	$250	$200	*	*	*	*	*	*
7TH	$275	$100	$200	$150	*	*	*	*	*	*
8TH	$250	$75	$150	$100	*	*	*	*	*	*
9TH	$225	$50	$100	$75	*	*	*	*	*	*
10TH	$200	$25	$50	$50	*	*	*	*	*	*

AMATEUR PAYOUT KEY

	1	2	3	4	5	6	7	8	9	10
1ST	$600	$600	$400	$300	$200	$200	$150	$100	$100	$75
2ND	$500	$400	$300	$200	$150	$150	$100	$75	$75	$50
3RD	$400	$350	$250	$150	$100	$100	$75	$50	$50	$25
4TH	$350	$300	$200	$100	$75	$75	$50	$30	*	*
5TH	$300	$250	$150	$75	$50	$25	$25	$20	*	*
6TH	$250	$200	*	*	*	*	*	*	*	*
7TH	$200	$150	*	*	*	*	*	*	*	*
8TH	$150	$100	*	*	*	*	*	*	*	*
9TH	$100	$75	*	*	*	*	*	*	*	*
10TH	$50	$50	*	*	*	*	*	*	*	*

AMA AMATEUR NATIONAL CHAMPIONSHIP (LORETTA LYNN'S) — TN
1 EVENT TOTAL PAYOUT: $69,600
80 STK 7-11, 80 MOD 9-13, 80 STK 12-13, 80 MOD 14-15, 80 STK 14-15, 125 STK C, 125 MOD C, 125 STK B, 125 MOD B, 125 12-15 STK, 125 12-15 MOD, 250 C, 250 STK B, 250 MOD B, 25+, VET A, VET B, SEN 40+, WOMEN — **1**
125 STK A, 125 MOD A, 250 STK A, 250 MOD A — **C**

AMA AMATEUR REGIONAL QUALIFIER (LORETTA LYNN'S)
8 EVENTS TOTAL PAYOUT: $62,600
80 STK 7-11, 80 MOD 9-13, 80 STK 12-13, 125 STK C, 125 MOD C, 250 C — **8**
80 STK 14-16, 80 MOD 14-15, 125 STK B, 125 MOD B, 125 12-15 STK, 125 12-15 MOD, 250 STK B, 250 MOD B, 25+, 30+, 40+ — **7**
125 STK A, 125 MOD A, 250 STK A, 250 MOD A — **I**

AMA AMATEUR SUPERCROSS
8 EVENTS TOTAL PAYOUT: $29,000
80 7-11, 125 C, 250 C — **8**
80 12-13, 80 14-15, 125 12-15, 125 B, 250 B, 25+, 30+ — **7**

SSC CASTAIC SPRING SERIES — CA
4 EVENTS TOTAL PAYOUT: $21,900
80 BEG, 125 BEG, 250 BEG, VET BEG, 80 NOV, 125 NOV, 250 NOV, VET NOV — **8**
80 7-11, 80 OPEN, 125 INT, 250 INT, VET INT, 40+ — **7**
125 PRO, 250 PRO — **I**

CMC TRANS-CAL SERIES — CA/NV
8 EVENTS TOTAL PAYOUT: $71,200
80 BEG, 125 BEG, 250 BEG — **8**
80 7-11, 80 12-16, 125 JR, 250 JR, VET JR, UTH AMTR — **7**
125 INT, 250 INT, VET INT, OT 40+, UTH MSTR, VET MSTR, VET 25+ PRO — **5**
125 PRO, 250 PRO — **G**

GFI WINTER SERIES — CA
10 EVENTS TOTAL PAYOUT: $189,750
80 BEG, 125 BEG, 250 BEG — **8**
80 NOV, 125 NOV, 250 NOV, 25+ NOV, 30+ NOV, 35+ NOV, 40+ NOV — **5**
80 INT, 80 EXP, 125 INT, 250 INT, 25+ INT, 30+ INT, 35+ INT, 40+, 30+ PRO — **4**
125 PRO, 250 PRO — **B**

SRAC DOUBLE POINTS CHAMPIONSHIP — CO
13 EVENTS TOTAL PAYOUT: $94,200
80 NOV, 125 NOV, 250 NOV, VET NOV — **7**
80 A, 80 B, 125 AMTR, 250 AMTR, VET A, VET B, SEN A, SEN B — **5**
125 PRO, 250 PRO — **G**

GNC GOOD TIME NATIONALS — TX
1 EVENT TOTAL PAYOUT: $22,050
80 BEG, 125 BEG, 250 BEG — **7**
80 STK 7-11, 80 JR 7-11, 125 STK NOV, 125 NOV, 250 STK NOV, 250 NOV, 25+ NOV, 30+ NOV, LADIES — **5**
80 STK 12-13, 80 SR 12-13, 80 STK 14-16, 80 SR 14-16, 125 STK INT, 125 INT, 250 STK INT, 250 INT, 25+ INT, 25+ MSTR, 30+ INT, 30+ MSTR, 40+ — **4**
125 EXP, 250 EXP — **D**

AMA DISTRICT 34 — NY
6 EVENTS TOTAL PAYOUT: $31,950
80 7-11, 80 12-13, 125 C, 250 C, 30+ C — **8**
80 14-15, 125 12-15, 125 B, 250 B, 30+ B, 30+ A, 40+ — **7**
125 PRO, 250 PRO — **I**

SUZUKI DUAL STATE CHALLENGE — IL, WI
8 EVENTS TOTAL PAYOUT: $17,400
MINI, 125 B, 250 B, 25+, 30+ — **8**
125 PRO, 250 PRO — **J**

CRC DUNESTOWN SERIES — SO. CA
5 EVENTS TOTAL PAYOUT: $28,000
80 BEG, 80 9-11, 125 BEG, 250 BEG, 125 NOV, 250 NOV — **8**
80 12-16, 125 INT, 250 INT, 25+, 30+, 40+, VET PRO — **7**
125 PRO, 250 PRO — **I**

MEGACROSS SHOOTOUT — IL
6 EVENTS TOTAL PAYOUT: $15,150
MINI, 125 AMTR, 250 AMTR, 25+, 30+ — **8**
125 EXP, 250 EXP — **I**

AMA DISTRICT 6 SPRING MX SERIES — EAST PA
7 EVENTS TOTAL PAYOUT: $35,350
80 7-11, 125 SCHBY, 125 NOV, 250 NOV — **8**
80 12-13, 80 14-15, 125 AMTR, 250 AMTR, 25+, VET, 40+ — **7**
125 EXP, 250 EXP — **I**

INDIANA SUMMER MX SERIES
6 EVENTS TOTAL PAYOUT: $19,050
80 C, 125 C, 250 C — **10**
80 7-11, 80 12-15, 125 B, 250 B, 25+, 30+, 40+ — **8**
125 A, 250 A — **J**

AMA GOLD STAR SERIES — WA, OR
8 EVENTS TOTAL PAYOUT: $55,400
80 7-11, 125 12-15, 125 C, 250 C, WOMEN — **8**
80 12-13, 80 14-15, 125 B, 250 B, 25+ B, 25+ A, 30+ B, 30+ A, 40+ — **7**
125 A, 250 A — **I**

WILD WEST NATIONALS— UT, ID, WY, NV
6 EVENTS TOTAL PAYOUT: $50,100
80 BEG, 125 BEG, 250 BEG — **9**
80 JR, 125 JR, 250 JR, 25+ JR, 30+ JR — **7**
80 7-11, 80 INT, 125 INT, 250 INT, 25+, 30+, 40+ — **5**
125 EXP, 250 EXP — **G**

AMA DISTRICT 5 SPRING SERIES — PA
6 EVENTS TOTAL PAYOUT: $47,100
80 7-11, 125 12-15, 125 C, 250 C — **7**
80 12-13, 80 14-15, 125 B, 250 B, 25+, 30+ A, 30+ B, 40+ — **5**
125 A, 250 A — **G**

AMA DISTRICT 5 PENNSYLVANIA STATE CHAMPIONSHIP
7 EVENTS TOTAL PAYOUT: $54,950
80 7-11, 125 YOUTH, 125 C, 250 C — **7**
80 12-13, 80 14-15, 125 B, 250 B, 25+, 30+ B, 30+ A, 40+ — **5**
125 A, 250 A — **G**

WORLD SPORTS FLORIDA GOLD CUP SERIES
6 EVENTS TOTAL PAYOUT: $49,050
80 7-11, 125 YOUTH, 125 C, 250 C — **7**
80 12-13, 80 14-15, 125 B, 250 B, 125 A, 250 A, 25+, 30+, 35+, 40+ — **5**
PRO — **G**

WORLD SPORTS FLORIDA WINTER OLYMPICS
2 EVENTS TOTAL PAYOUT: $51,950
125 STK C, 125 MOD C, 250 STK C, 250 MOD C, WOMEN — **5**
80 STK 7-11, 80 MOD 7-11, 80 STK 12-13, 80 MOD 12-13, 80 STK 14-15, 80 MOD 14-15, 125 12-15 STK, 125 12-15 MOD, 125 STK B, 125 MOD B, 250 STK B, 250 MOD B, 25+ A, 25+ B, 30+ A, 30+ B — **4**
125 STK A, 125 MOD A, 250 STK A, 250 MOD A — **2**

AMA ARENACROSS SERIES
13 EVENTS TOTAL PAYOUT: $100,100
80 BEG, 125 BEG, 250 BEG — **10**
80 7-11, 125 C, 250 C — **7**
80 12-13, 80 14-15, 125 B, 250 B, 25+, 30+ — **5**
125 PRO, 250 PRO — **E**

WORLD SPORTS FLORIDA WINTER SERIES
4 EVENTS TOTAL PAYOUT: $125,300
125 C, 250 C, WOMEN — **5**
80 7-11, 80 12-13, 80 14-15, 80 A, 125 A, 125 B, 125 12-15, 250 A, 250 B, VET PRO, 25+ A, 25+ B, 30+ A, 30+ B, 35+, 40+ — **3**
125 PRO, 250 PRO — **A**

GNC INTERNATIONAL FINALS — TX
1 EVENT TOTAL PAYOUT: $22,050
80 BEG, 125 BEG, 250 BEG — **7**
80 STK 7-11, 80 JR 7-11, 125 STK NOV, 125 NOV, 250 STK NOV, 250 NOV, 25+ NOV, 30+ NOV, LADIES — **5**
80 STK 12-13, 80 SR 12-13, 80 STK 14-16, 80 SR 14-16, 125 STK INT, 125 INT, 250 STK INT, 250 INT, 25+ INT, 25+ MSTR, 30+ INT, 30+ MSTR, 40+ — **4**
125 EXP, 250 EXP — **D**

GNC TEXAS SERIES
6 EVENTS TOTAL PAYOUT: $52,950
80 JR 7-11, 125 NOV, 250 NOV, 25+ NOV, 30+ NOV — **7**
80 SR 12-13, 80 SR 14-16, 125 INT, 250 INT, 25+ INT, 25+ EXP, 30+ INT, 30+ EXP, 40+ — **5**
125 EXP, 250 EXP — **G**

NORTHEAST MX CLASSIC SERIES — NY, NJ, PA
6 EVENTS TOTAL PAYOUT: $43,650
80 7-11, 80 12-13, 125 NOV, 250 NOV — **7**
80 14-15, 125 12-15, 125 AMT, 250 AMT, 25+, 30+, 40+ — **5**
125 PRO, 250 PRO — **G**

MAMMOTH MOUNTAIN MX — CA
1 EVENT TOTAL PAYOUT: $13,600
80 JR, 125 JR, 250 JR, VET JR, WOMEN — **5**
80 INT, 80 EXP, 125 INT, 250 INT, VET INT, VET EXP, SEN — **4**
125 PRO, 250 PRO — **D**

AMA NATIONAL CHAMPIONHIP 125/250
12 EVENTS TOTAL PAYOUT: $483,600
PER MOTO — 125 PRO, 250 PRO
1st $2,000, 2nd $1,000, 3rd $900, 4th $800, 5th $750, 6th $650, 7th $600, 8th $500, 9th $400, 10th $350, 11th $325, 12th $300, 13th $275, 14th $250, 15th $225, 16th $200, 17th $175, 18th $150, 19th $125, 20th $100

AMA SUPERCROSS SERIES
15 EVENTS TOTAL PAYOUT: $529,875
125 PRO
1st $2,500, 2nd $2,000, 3rd $1,500, 4th $1,250, 5th $1,000, 6th $800, 7th $750, 8th $700, 9th $650, 10th $600, 11th $550, 12th $500, 13th $450, 14th $400, 15th $375, 16th $350, 17th $325, 18th $300, 19th $275, 20th $250
250 PRO
1st $3,000, 2nd $2,500, 3rd $2,000, 4th $1,500, 5th $1,250, 6th $1,000, 7th $950, 8th $900, 9th $800, 10th $750, 11th $700, 12th $650, 13th $600, 14th $550, 15th $500, 16th $475, 17th $450, 18th $425, 19th $400, 20th $400

SUZUKI RM CUP CHALLENGE — BRANSON, MO
1 EVENT TOTAL PAYOUT: $100,700
80 7-11, 125 NOV/C, 250 NOV/C, VET AMTR/B
1st $1,000, 2nd $900, 3rd $700, 4th $600, 5th $500, 6th $450, 7th $425, 8th $400, 9th $375, 10th $350, 11th $325, 12th $300, 13th $275, 14th $250, 15th $225, 16th $200, 17th $175, 18th $150, 19th $125, 20th $100
80 12-13, 80 14-15, 125 INT/B, 250 INT/B, VET MSTR/A
1st $1,500, 2nd $1,000, 3rd $800, 4th $700, 5th $600, 6th $550, 7th $500, 8th $450, 9th $400, 10th $375, 11th $350, 12th $325, 13th $300, 14th $275, 15th $250, 16th $225, 17th $200, 18th $175, 19th $150, 20th $125
125 EXP, 250 EXP
1st $2,000, 2nd $1,500, 3rd $1,250, 4th $1,000, 5th $700, 6th $600, 7th $550, 8th $500, 9th $450, 10th $400, 11th $375, 12th $350, 13th $325, 14th $300, 15th $275, 16th $250, 17th $225, 18th $200, 19th $175, 20th $150

AMA MEGA SERIES — TN, WV, VA, KY, GA
15 EVENTS TOTAL PAYOUT: $142,500
80 BEG, 125 D, 250 D — **10**
80 JR, 80 12-13, 80 14-15, 125 YOUTH, 125 C, 250 C, 25+ C, 30+ C — **7**
125 B, 250 B, 25+ B, 30+ B, 25+ A, 30+ A, 40+, 48+ — **5**
125 A, 250 A — **G**

GFI FALL SERIES — CA
8 EVENTS TOTAL PAYOUT: $80,400
80 BEG, 125 BEG, 250 BEG — **8**
80 NOV, 125 NOV, 250 NOV, 25+ NOV, 30+ NOV, 35+ NOV — **7**
80 INT, 80 EXP, 125 INT, 250 INT, 25+ INT, 30+ INT, 35+ INT, 40+, 30+ PRO — **5**
125 PRO, 250 PRO — **G**

RACE OF CHAMPIONS — NJ
1 EVENT TOTAL PAYOUT: $7,525
80 7-11, 125 NOV, 125 SCHBY, 250 NOV, VET NOV — **8**
80 12-13, 80 14-15, 125 AMTR, 250 AMTR, 25+, 30+, 40+, VET EXP — **5**
125 PRO, 250 PRO — **H**

AMA DISTRICT 11 — OH
6 EVENTS TOTAL PAYOUT: $36,900
80 JR, 125 C, 125 SCHBY, 250 C — **7**
80 SR, 125 B, 250 B, 25+, 30+, 40+ — **5**
125 A, 250 A — **H**

OKLAHOMA STATE CHAMPIONSHIP
6 EVENTS TOTAL PAYOUT: $31,950
80 BEG, 125 BEG, 250 BEG, 125 JR, 250 JR — **8**
80 JR, 80 SR, 125 INT, 250 INT, 25+, 30+, 40+ — **7**
125 EXP, 250 EXP — **I**

HCMA SERIES OVERALL — MT
SERIES OVERALL TOTAL PAYOUT: $9,800
80 BEG, 125 BEG, 250 BEG, WOMEN — **5**
80 INT, 80 EXP, 125 INT, 250 INT, 30+ AMTR, 30+ EXP, 40+ — **4**
125 A, 250 A — **F**

HPMA POINTS SERIES — WY, SD, NE
SERIES OVERALL TOTAL PAYOUT: $9,800
80 C, 125 C, 250 C — **5**
80 B, 80 A, 125 B, 250 B, 25+, 30+, 40+ — **4**
125 A, 250 A — **F**

GEORGIA FALL CHAMPIONSHIP SERIES
8 EVENTS TOTAL PAYOUT: $40,400
80 7-11, 80 12-13, 125 C, 250 C — **8**
80 14-15, 125 B, 250 B, 125 12-15, 25+, 30+, 40+ — **7**
125 A, 250 A — **I**

CAROLINA ULTRA SERIES — SC, NC, WV
10 EVENTS TOTAL PAYOUT: $67,750
80 7-11, 125 12-15, 125 C, 250 C — **8**
80 12-15, 125 B, 250 B, 25+, 30+, 35+, 40+ — **5**
125 A, 250 A — **G**

CMC COPPER STATE CLASSIC — AZ
6 EVENTS TOTAL PAYOUT: $28,650
80 BEG, 125 BEG, 250 BEG — **8**
80 7-11, 80 12-13, 80 14-15, 125 JR, 250 JR, 125 INT, 250 INT — **7**
125 PRO, 250 PRO — **I**

CMC GOLDENSTATE NATIONALS — CA, NV, WA
10 EVENTS TOTAL PAYOUT: $174,250
80 BEG, 125 BEG, 250 BEG — **8**
80 7-11, 125 JR, 250 JR, VET JR, UTH AMT, OT AMT — **6**
80 12-16, 125 INT, 250 INT, VET INT, UTH MSTR, VET MSTR, OT MSTR, 25+ PRO — **4**
125 PRO, 250 PRO — **B**

CMC PAC WEST SERIES
8 EVENTS TOTAL PAYOUT: $78,400
80 BEG, 125 BEG, 250 BEG, 125 JR, 250 JR, VET JR, 80 OPEN — **7**
80 7-11, 80 12-16, 125 INT, 250 INT, VET INT, UTH AMT, UTH MSTR, VET MSTR, VET 25+ PRO — **5**
125 PRO, 250 PRO — **G**

MRA TRI-STATE CHAMPIONSHIP — MI, OH
6 EVENTS TOTAL PAYOUT: $13,800
80 NOV, 80 EXP, 125 NOV, 125 JR 12-15, 125 INT, 250 NOV, 250 INT, 30+, 35+, 40+ — **10**
125 EXP, 250 EXP — **J**

NEMA 1 — VT, NY, ME
15 EVENTS TOTAL PAYOUT: $24,000
80 7-11 NOV, 80 7-11 J/A, 80 NOV, 80 J/A, 125 NOV, 125 J/A — **7**

NESC CHAMPIONSHIP SERIES — MA, ME, CT, VT
26 EVENTS TOTAL PAYOUT: $172,900
80 C, 80 B, 125 YTH B, 125 C, 30+ C, 30+ B, 35+ B, 250 C — **8**
80 A, 125 YTH A, 30+ A, 125 B, 250 B, 35+ A, 40+ — **7**
125 EXP, 250 EXP — **G**

NMA GRAND NATIONAL CHAMPIONSHIP — OK
1 EVENT TOTAL PAYOUT: $23,200
80 STK BEG, 125 STK BEG, 125 MOD BEG — **7**
80 STK 7-11, 80 MOD 7-11, 80 STK 12-13, 80 MOD 12-13, 80 STK 14-16, 80 MOD 14-16, 80 SUPR MINI, 125 STK NOV, 125 MOD NOV, 250 STK NOV, 250 MOD NOV — **5**
125 STK INT, 125 MOD INT, 250 STK INT, 250 MOD INT, 125 OPEN, 25+, 30+ — **4**
125 STK PRO, 125 MOD PRO, 250 STK PRO, 250 MOD PRO — **D**

NMA WORLD MINI GRAND PRIX — NV
1 EVENT TOTAL PAYOUT: $23,200
80 STK BEG, 125 STK BEG, 125 MOD BEG — **7**
80 STK 7-11, 80 MOD 7-11, 80 STK 12-13, 80 MOD 12-13, 80 STK 14-16, 80 MOD 14-16, 80 SUPR MINI, 125 STK NOV, 125 MOD NOV, 250 STK NOV, 250 MOD NOV — **5**
125 STK INT, 125 MOD INT, 250 STK INT, 250 MOD INT, 125 OPEN, 25+, 30+ — **4**
125 STK PRO, 125 MOD PRO, 250 STK PRO, 250 MOD PRO — **D**

NUCLEAR SERIES — IL
10 EVENTS TOTAL PAYOUT: $72,750
80 7-11, 125 C, 250 C, 125 YOUTH — **7**
80 12-13, 80 14-15, 125 B, 250 B, 25+, 30+, 40+ — **5**
125 A, 250 A — **G**

AMA DISTRICT 14 SPRING FLING — MI
8 EVENTS TOTAL PAYOUT: $59,600
80 C 12-15, 125 C, 250 C — **7**
80 7-11, 80 12-15, 125 B, 250 B, 125 12-15, 25+, VET 30+, SEN 40+ — **5**
125 PRO, 250 PRO — **G**

AMA DISTRICT 23 — MN
6 EVENTS TOTAL PAYOUT: $28,650
80 C, 125 C, 250 C — **8**
80 7-11, 80 12-15, 125 B, 250 B, 25+, 30+, 40+ — **7**
125 A, 250 A — **I**

SUZUKI HANGTOWN CLASSIC — CA
1 EVENT TOTAL PAYOUT: $6,875
80 7-11, 125 C, 250 C — **7**
80 12-13, 80 14-15, 125 B, 250 B, 25+, 30+, 40+ — **5**
125 A, 250 A — **G**

MAMA MX SERIES — PA, MD, DE
6 EVENTS TOTAL PAYOUT: $20,250
80 7-11 B, 80 12-15 C, 80 12-15 B, 125 C, 125 B, SENIOR — **8**
80 7-11 A, 80 12-15 A, 125 A, 125 SCHBY — **5**

IOWA MX CHAMPIONSHIP
6 EVENTS TOTAL PAYOUT: $21,750
80 B, 80 A, 125 B, 125 C, 250 C, 250 B, 25+, 30+, 40+ — **8**
125 A, 250 A — **I**

RED BUD NATIONAL AMATEUR DAY & O/A SERIES — MI
2 EVENTS TOTAL PAYOUT: $21,250
80 C, 125 C, 250 C — **5**
80 7-11, 80 12-16, 125 B, 250 B, 25+, 30+, 35+, 40+ — **4**
125 A, 250 A — **F**

MARYLAND STATE CHAMPIONSHIP
1 EVENT TOTAL PAYOUT: $10,625
80 C, 125 C, 250 C — **5**
80 7-11, 80 12-16, 125 B, 250 B, 25+, VET B, SENIOR — **4**
125 A, 250 A — **F**

1995, 1996 and 1997 U.S. Model Year RM 80s, 125s and 250s are eligible for the 1997 MX contingency program. Total payout constitutes both professional and amateur classes. Professionals paid in check / Amateurs paid in certificate. *Florida Winter Olympics "A/Professional" riders paid in certificate.

SUZUKI®

get Hit with free stuff.

Buy an RM and get a Pro Rider Package free!

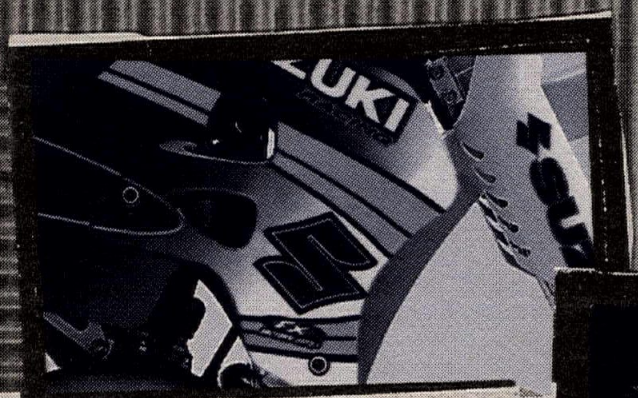
Buy a new RM250, RM125 or RM80 before January 31st+ and we'll throw in all the cool extras you need to race like a champ and look just like a Pro ABSOLUTELY FREE! You can't beat that. But then, nobody dishes it out like Suzuki.

Wheels not included.

Slap on a fresh set of rubber when you race.

Keep your RM250 performing at its peak.

It's a stand.
It's a carrying case.
It's a Moto Box.



You look good, you feel good, you race good.

Hey, it's not like you don't have tons of stuff to carry.

Keep your bike running smooth and looking sharp.

Sport some Suzuki pride.

Not that you would ever tweak your levers, but just in case.

Match what you buy to what you get.

	RM80	RM125	RM250
Set of Tires	✓	✓	✓
Lever Kit	✓	✓	✓
Top End Kit			✓
Moto Box	✓		
Graphics Kit		✓	✓
Gear Bag	✓	✓	✓
Hat	✓	✓	✓
T-shirt		✓	✓
Oil	✓		
Chain Lube		✓	✓
Cycle Wash		✓	✓
Retail Value*	$150	$230	$350

Buyer must complete purchase by January 31, 1997. Restrictions apply. See participating Suzuki dealers for details. *Approximate value. +Offer applies to 1997 RM250, RM125, RM80 and 1996 RM80 only.

SUZUKI®

(Left) Tyson Taylor won the 125cc Intermediate division at StarWest Motocross Park in Moreno Valley, California.
(Below) Jason Wood (205) was the top 125cc Intermediate rider at the final round of the SSC Pit Pro Factory Sponsorship Series at California's Castaic Lake.

Stewart once again led the 30-rider pack into turn one of the second moto, with Hadsell, Troy Adams, Davis and Truman giving chase. Stewart, on his HSKS machine, pulled out to a five-second advantage over Hadsell at the end of the first lap. For the next three laps, Hadsell cut a second off Stewart's lead, but that was as close as he would get. On the fourth circuit, Hadsell fell in the sand portion, giving Stewart a huge lead. Hadsell remounted just in front of Troy Adams and Davis to stay in the runner-up spot. Stewart kept the rubber side down on the last lap to score the moto win and the overall, with Hadsell, Troy Adams, Davis and Truman rounding out the top five position.

Stewart later returned to easily win both 80cc (7-11) races over Truman and Brian Gray.

Results

P/W (4-6): 1. Kyle Keylon (LEM); 2. T.J. Rhonelli (KTM); 3. Devon Yelenosky (LEM); 4. Bobby Charlebois (LEM); 5. Mike Nicolino (LEM).

P/W (7-8): 1. Davi Millsaps (Cob); 2. Kyle Chisholm (Cob); 3. Philip Hewett (Cob); 4. Jimmy Keys (Cob); 5. Don Solley (Cob).

60 (7-11): 1. Davi Millsaps (Kaw); 2. Bryan Johnson (Kaw); 3. Barrett Smith (Kaw); 4. Jimmy Keys (Kaw); 5. Dale Kump (Kaw).

80 (7-11): 1. James Stewart (Kaw); 2. Dan Truman (Kaw); 3. Brian Gray (Yam); 4. Don McGourty (Suz); 5. Jesse Richards (Kaw).

80 (12-13): 1. Tyson Hadsell (Suz); 2. Troy Adams (Suz); 3. Ryan Davis (Kaw); 4. Paul Perebijno (Hon); 5. Spencer Jones (Kaw).

80 (14-15): 1. Jesse Adams (Suz); 2. Mark Olley (Kaw); 3. Derrick Stern (Hon); 4. Steve Douglas (Hon); 5. Derrick Mauney (Kaw).

S/MINI: 1. James Stewart (Kaw); 2. Tyson Hadsell (Suz); 3. Troy Adams (Suz); 4. Ryan Davis (Kaw); 5. Dan Truman (Kaw).

YTH (12-15): 1. Matt Walker (Yam); 2. J.B. Ballard (Hon); 3. Jeremy Shuttleworth (Yam); 4. Kyle Farnell (Yam); 5. Cory Willey (Suz).

16-24: 1. Jacob Fogg (Kaw); 2. Jason Fink (Suz); 3. Jeff Neilander (Hon); 4. Jason Peres (Suz); 5. Forrest Bulter (Hon).

125 A: 1. Anthony Pocorroba (Suz); 2. Paul Currie (Kaw); 3. Jason Thomas (Kaw); 4. Ronnie Renner (Yam); 5. Jarrett Tipping (Suz).

125 B: 1. Matt Walker (Yam). 2. J.B. Ballard (Hon); 3. Scott Lamb (Suz); 4. Jeremy Shuttleworth (Suz); 5. Kyle Farnell (Yam).

125 C: 1. Tom Parsons (Kaw); 2. Matt Hunter (Yam); 3. Darin McCurdy (Suz); 4. Jol Hamilton (Suz); 5. Doug Wright (Yam).

250 A: 1. Anthony Pocorobba (Suz); 2. Jarrett Tipping (Suz).

250 B: 1. Scott Lamb (Hon); 2. Bryan List (Suz); 3. J.D. Holmes (Yam); 4. Mike Lampe (Suz); 5. Forrest Butler (Hon).

250 C: 1. Sheldon McVay (Kaw); 2. James Armitage (Kaw); 3. Willis Brock (Suz); 4. Tom Kent (Suz); 5. Andy Doiron (Hon).

25+: 1. Jeff Frisz (Suz); 2. Mark Beamer (Suz); 3. Tim Baker (Hon); 4. Jeff Lampe (Suz); 5. Bryan Abel (Kaw).

30+: 1. John Lundy (Suz); 2. Mark Beamer (Suz); 3. Jeff Frisz (Suz); 4. Tim Eggers (Suz); 5. Phil Page (Yam).

35+: 1. Rick Perry (Yam); 2. Phil Page (Yam); 3. John Lundy (Suz); 4. Tim Eggers (Suz); 5. Kyle Tallent (Yam).

40+: 1. Eric Harvey (Yam): 2. Jeff Hughes (Kaw); 3. Tom Bragg (Hon); 4. Mike Corbino (Hon); 5. Charles Kiesel (Yam).

50+: 1. Tom Bragg (Hon); 2. Paul Lesson (Mai); 3. Len Edgar (KTM).

OPEN NOV: 1. Mike Bragg (Hon); 2. Chris Reynolds (KTM); 3. Joe Pearse (Yam); 4. Jim Edgar (Hon); 5. Robert Butts (Hon).

PRO: 1. Anthony Pocorobba (Suz); 2. Jason Thomas (Kaw); 3. Paul Currie (Kaw); 4. Jarrett Tipping (Suz); 5. Ernie Millan (Hon).

Prochnavys prey on StarWest Motocross

By Tony Alessi

MORENO VALLEY, CA, OCT. 19

The dynamic duo of Brandon and Matthew Prochnavy dominated the action in the 80cc Beginner class with a 1-2 knockout of the top two positions during the next-to-last round of the fall contingency series held at StarWest Motocross Park.

Brandon Prochnavy made it very clear from the drop of the gate in the first 80cc (12-16) Beginner race that he was here to win, and win is exactly what he did by pulling the holeshot and leading every lap of each race.

The Prochnavy family - consisting of two 80cc riders, a Pee Wee, a 60cc and Vet racer - seemed to be competing in almost every race of the night.

Mike LaPaglia's leave of absence during the summer vacation schedule didn't seem to hamper him tonight in the Super Pee Wee division, where he shot down the track's dominant Pee Wee, Chad Gores, during the one-moto shootout on the main track.

LaPaglia returned to score his second class victory of the night when he topped the field of 60cc racers in the 60cc Beginner (6-9) division.

LaPaglia topped a very-improved Michael Perry and Justin Yeast in the 60cc race and Gores and 50cc Stock champ Brandon Million in the Pee Wee division.

Results

Little Track

STRTR (4-6): 1. Chad Herbert (LEM); 2. Alan Jiron (Yam); 3. Lee Saul (Yam); 4. Jonathan Woolery (Yam); 5. Cody Huddleston (Suz).

STRTR (7-8): 1. Mark Johnson (KTM); 2. Tyler Willmon (KTM); 3. Alex Madrid (Yam); 4. Dalton Vanderbyl (Yam).

BEG (4-6): 1. Steven Cerda (KTM); 2. Kevin Thompson (LEM); 3. Roberto Jiron (LEM); 4. Nolan Shuftz (LEM); 5. Matthew Richardson (KTM).

BEG (7-8): 1. Alex Ward (LEM).

MOD BEG (4-6): 1. Michael Covelli (KTM); 2. Danny Gonzalez (LEM); 3. Nolan Schultz (LEM); 4. Clayton Murillo (LEM); 5. Thomas Carlson (KTM).

MOD BEG (7-8): 1. Justin Goodger (KTM); 2. Jesse Ryan (KTM).

STK A: 1. Brandon Million (LEM).

STK B: 1. Michael Yardley (LEM); 2. Mark Bailey (LEM); 3. David Hough (LEM); 4. Phillip Aube (KTM); 5. Charles Pearson (KTM).

MOD B NOV (0-8): 1. Jake Huleff (LEM); 2. Gerald Rodriquez (LEM); 3. Chaz Diesel (LEM); 4. Brady Huntley (LEM); 5. Charles Pearson (KTM).

MOD A EX (0-8): 1. Jonathan Arana (LEM); 2. Chad Gores (LEM); 3. Brandon Million (LEM); 4. Kalin Goodsite (LEM); 5. Mike Meade (Cob).

S/P/W: 1. Jonathan Arana (LEM); 2. Chaz Diesel (LEM); 3. Kalin Goodsite (LEM); 4. Chad Gores (LEM); 5. Jake Hulett (LEM).

Main Track

P/W 50 STK: 1. Brandon Million (LEM); 2. Kahn Goodsite (LEM); 3. David Hough (LEM); 4. Michael Yardley (LEM); 5. Michael Covelli (KTM).

P/W 50 MOD: 1. Jonathan Arana (LEM); 2. Kameron Scott (LEM); 3. Jake Huleft (LEM); 4. Brady Huntley (LEM); 5. Gerald Rodriquez (LEM).

S/P/W: 1. Michael LaPaglia (KTM); 2. Chad Gores (LEM).

60 BEG (6-9): 1. Michael LaPaglia (Kaw); 2. Michael Perry (Kaw); 3. Kameron Scott (Kaw); 4. Matt Rose (Kaw); 5. B.J. Bohrer (Kaw).

60 BEG (9-11): 1. Tyson Talkington (Kaw); 2. Bruce Prochnavy (Kaw); 3. Justin Yeast (Kaw); 4. Ryan Calley (Kaw).

80 BEG (0-11): 1. Jeff. Alessi (Kaw); 2. Tyson Talkington (Hon); 3. Danny Orduno (Yam); 4. Joey Rose (Kaw); 5. Loren Maly (Yam).

80 (0-11): 1. Kevin Hunter (Yam).

80 BEG (12-16): 1. Brandon Prochnavy (Hon); 2. Matthew Prochnavy (Hon); 3. Nicholas Hensley (Yam); 4. Ryan McGee (Yam); 5. Kenny Prichard (Hon).

125 BEG: 1. Ivan Navarrette (Yam); 2. David Valdez (Suz); 3. Alfredo Contreras (Suz); 4. Costo Gialamas (Suz); 5. Steven McCollough (Yam).

125 NOV: 1. Nathan Craig (Suz); 2. Cody Knauss (Suz); 3. Chris Spronkel (Hon); 4. John Farrell (Yam).

125 INT: 1. Tyson Taylor (Hon).

250 BEG: 1. Adelberto Abasdo (Kaw); 2. Curtis Moon (Yam); 3. Thomas Yagle (Yam).

250 PRO: 1. Alex Zapata (Yam).

25+ BEG: 1. Jerry Smell (Hon).

30+ BEG: 1.Taylor Jocelyn (Yam); 2. John Knudsen (Kaw); 3. Brian Prochnavy (Suz); 4.Al Ogrodski (Yam); 5. Glen Elliott (Yam).

30+ NOV: 1. Bruce Mortensen (Kaw).

30+ EX: 1. Jim Willman (Yam).

Friedman fries Castaic MX

By Tony Alessi

CASTAIC, CA, OCT. 20

Clay Friedman got a long-overdue victory in the Vet Novice division after downing archrival Robert Von Schnedian during the final round of the SSC Pit Pro Factory Sponsorship Series held at Castaic Lake.

Von Schnedian pulled a typical holeshot in the first Vet Novice race. Friedman started the race in fourth, but quickly moved into second not far behind Von Schnedian. Friedman kept tabs on Von Schnedian the remainder of the race but was unable to mount any serious challenges.

Friedman turned the tables in the second moto by pulling the holeshot and leading every lap of the race.

Von Schnedian did attempt a last-ditch-effort pass 12 feet from the checkered flag, but inadvertently cut the track and was denied the position. In the end Friedman got in the last word with his big SSC first-place trophy for the win in the Vet Novice division.

Future Mini champion Chris Nihan posted a double-moto sweep of the 80cc Novice class aboard his FMF-tuned Suzuki.

Nihan raced closely with fellow FMF racer J.R. Terry during both motos. But in the end, Nihan seemed to be a little bit more determined to score the overall victory. Terry was runner-up for the day while Honda riders Shane Smith and Mike Meadows rounded out the top four.

Results

P/W: 1. Scott DeCoste (KTM); 2. Chad Sanez (KTM); 3. Chris Plouffe (Yam); 4. Katis Alspaugh (KTM); 5. Cameron Schnitz (Yam).

60 (0-8): 1. Tate Misiaszek (Kaw).

60 (9-11): 1. Ryan Malherbe (Kaw); 2. Tyson Davis (Kaw); 3. Cheyng Komoff (Kaw).

80 BEG: 1. T.J. Berado (Yam); 2. Mike Alessi (Suz); 3. Andy Pierce (Yam); 4. Thomas Giasbenner (Kaw); 5. Richard Eubanks (Yam).

80 NOV: 1. Chris Nihan (Suz); 2. J.R. Terry (Yam); 3. Shane Smith (Yam); 4. Mike Meadows (Hon); 5. Gerard Patin (Yam).

B/W: 1. Brian Hulsey (Kaw); 2. Chris Nihan (Suz); 3. Miek Meadows (Hon); 4. J.R. Terry (Yam); 5. Vince Rhoads (Yam).

125 BEG: 1. Scott McCormack (Hon); 2. Aaron Clein (Hon); 3. Clint Ewing (Suz); 4. Rick Larson (Suz); 5. Scott Reynolds (Hon).

125 NOV: 1. Travis Smith (Kaw); 2. Justin Komoff (Kaw); 3. Mike Wilson (Kaw); 4. Brad Terry (Hon); 5. Brian Terry (Hon).

125 INT: 1. Jason Wood (Hon); 2. Andreu Labrador (Hon); 3. Nick Scott (Suz); 4. Damon Bivens (Yam); 5. George Lamonte (Suz).

125 PRO: 1. David Evilsizer (Suz).

250 BEG: 1. Jeff Talbert (Hon); 2. Rob Leim (Kaw); 3. Tyson Gustafson (Suz); 4. Robert Giordiano (Yam); 5. David Wilder (Yam).

250 NOV: 1. Doug Chiapuzio (Kaw); 2. Travis Smith (Kaw); 3. Jim Dorsett (Hon); 4. Patrick Wade (Kaw).

250 INT: Shawn Davis (Hon); 2. Damon Bivens (Yam); 3.Rick Jacobson (Hon); 4. Peter Casano (Hon); 5. George Lamont (Suz).

250 PRO: 1. Brian Manley (Kaw); 2. David Evilsizer (Suz); 3. Stanton Barrett (Hon).

JR VET BEG: 1. Mark Avalos (Hon); 2. Mark Miller (Kaw); 3. Tom Hunter (Hon); 4. Luis Vasquez (Kaw); 5. Rex Steerman (Kaw).

JR VET NOV: 1. Jason Williams (Yam); 2. Von Schneidan (Yam).

JR VET INT: 1. Rick Jacobson (Hon); 2. Peter Casano (Hon); 3. Bryan Dorsey (Hon); 4. Chris Tuck (Yam); 5. Greg Briles (Hon).

JR VET EX: 1. Mike Webb (Suz); 2. Erik Lindstrom (Hon).

VET BEG: 1. Mike Weeks (Hon); 2. Ron Wade (Kaw); 3. Tony Gamberufti (Kaw); 4. Phillip Kuhn (Yam); 5. Greg Leivan (Kaw).

VET NOV: 1. Clay Friedman (Hon); 2. Robert Von Schneidian (Yam); 3. Jim Dorset (Hon); 4. George Jimenez (Kaw); 5. Jeff Braabia (Suz).

VET PRO: 1. Brian Manley (Kaw); 2. Mike Webb (Suz).

Casey captures win at Woodland Motocross

By Clay Light

WOODLAND, WA, OCT. 18

Despite torrential rain and blustery winds, nearly 100 riders turned out for the Vintage Dirt Racing Association's opening motocross at Woodland Motocross Park, where Joe Casey overcame the elements to win the 250cc and Over 30 Expert classes.

Jon Morgan did similarly to post 250cc and Over 30 Open Intermediate victories.

Seventeen riders battled for positions in the 250cc Sportsman class, but Casey came out on top of the field aboard his 1974 Honda Elsinore. Casey and Ron Fish battled back and forth in both motos. Casey won the first moto, but Fish overtook him in the second and at that point it looked to be Fish's race. Fish floundered as his bike expired in one of the many water holes around the course, and Casey went on to another win.

Morgan, riding a Yamaha MX250, won the Intermediate class, beating Marty Welter and Bob McDaniel, while Travis Murray and Randy Brown traded moto wins for first and second in the Amateur portion ahead of Todd Bodham.

A larger-than-usual Women's class was won by Suzuki rider Lana Ingham by virtue of her 2-1 placings, beating Luanne Swisher's 1-2 and Kathy Robarge's 3-3.

Monty Price proved his mud-riding prowess by taking the Open Almost Vintage-class win with a 1-1 sweep. Price, the lone Expert in the field, fended off brief challenges from Kenny Brynn in moto one and Dale Hodson in moto two. The Intermediate win went to Mike Olsen with 2-2 placings.

The 27-rider 250cc Almost Vintage class was the day's largest. Yamaha rider Rich Sipp sloshed to impressive wins by beating fellow Expert riders Bob Rush and Dougie Eckelman. Mike Alf rode to a win in the Intermediate portion ahead of Bill Brown and Matt Schweitzer. Monty Bloemke won the Amateur portion.

Results

OPEN: 1. Reid Scaario (CZ); 2. Dan Weislogal (Hus); 3. Robert Seelker.

250 EX: 1. Joe Casey (Hon); 2. Ron Fish (Yam).

250 INT: 1. Jon Morgan (Yam); 2. Marty Welter (Yam); 3 .Bob McDaniel (Hon).

250 AM: 1. Travis Murray (Yam); 2. Randy Brown (Yam); 3. Todd Bodham (Yam).

OPEN INT: 1. John Morgan (Yam); 2. John Ulver (CZ); 3. Greg Mattoon (CZ).

OPEN A/V AM: 1. Rick Prudhold (C-A); 2. Scott McAllister (Bul).

OPEN A/V INT: 1. Mike Olsen (Yam); 2. Kenny Brynn (Suz); 3. Dale Hodson (Mai).

OPEN A/V EX: 1. Monty Price (Yam).

125 AM: 1. Matt Russell (Hon); 2. Jeff Gleason (Hon); 3. Charles Dowling (Suz).

125 INT: 1. Steve Kauffman (Hon); 2. LaFaye McCarver (Hon).

30+ EX: 1. Joe Casey (Hon); 2. Bob Rush.

30+ INT: 1. Jon Morgan (Yam); 2. Greg Mattoon (CZ); 3. Bill Brown (Suz).

30+ AM: 1. Monte Bloemke (Bul); 2. Dan Weislogal (Hus).

250 A/V EX: 1. Rich Sipp (Yam); 2. Bob Rush (Suz); 3. Dougie Eckelman (Suz).

250 A/V INT: 1. Mike Alf; 2. Bill Brown; 3. Matt Schweitzer.

250 A/V AM: 1. Monte Bloemke; 2. Chris Poitras; 3. Don Kauffman.

40+ INT: 1. Kenny Brynn (CZ); 2. Larry Reed (CZ).
40+ AM: 1. Dana Saltsman (Yam); 2. Rick Browning; 3. Floyd Beisel (Yam).
50+: 1. Bill Schweitzer (Bul).
60+: 1. George Eadie (CZ).
4-STRK: 1. Gene Boere (Tri); 2. Chris Clark (Hon).
WMN: 1. Lana Ingham (Suz); 2. Luann Swisher (Hon); 3. Kathy Robarge (Yam).
PRE-'70 EX: 1. Gene Boere (Tri); 2. Alan Moore (AJS); 3. Dougie Eckelman (CZ).
PRE-'70 INT: 1. Mick Reed (CZ).
PRE-'70 AM: 1. Steve Baird (Mat); 2. Chris Poitras (Mat).

Ishmaels take Flying 'P' CC

By Darryl Smith

WEATHERFORD, TX, OCT. 6
The Ishmael family came home from the Flying 'P' Cross Country with first-place trophies as Marty Ishmael and his daughter Tabitha Freeman both claimed victory at Round 14 of the Texas Cross Country Racing Series.

Ishmael got the start he needed in the Open Expert class and blasted his KX500 into the early lead. Ishmael rode an error-free race and was never headed, leading all five laps of the 50-mile event. It was his first win in six years on the TCCRA circuit.

Back in the pack, Todd Gleaves was second on lap one, but a few crashes put him back to fourth on lap two. Points leader Russ Clark just needed to finish to clinch his class championship, and he cruised home to a second-place finish a minute off Ishmael's pace. Shannon Butler brought his XR400 home in third while Bill Wright was a distant fifth on a CR500.

Freeman earned the first win of her short career, topping the Ladies Amateur event. The 14-year-old Freeman has only been riding since last October, and racing since the season opened in February. Freeman started the year on an XR100, but at midyear she jumped on an XR200. Her results have been improving ever since.

Freeman was the best of the 15-rider field and led every lap just like her dad, completing the race in 96 minutes. Amber Henson crashed hard, but battled back to beat Julie Shields for second place a minute behind Freeman. After the race, Henson passed out and had to be airlifted to the hospital. Luckily, it turned out to be only a concussion.

Results

AA 250+: 1. David Culpepper (Suz); 2. Tom Robinson (Suz); 3. Eric Hess (Hus); 4. Bobby Southard (KTM); 5. Frank Shacklee (Yam).
AA 200: 1. Oliver Benetis (Yam); 2. Tod Myers (Yam); 3. Glen Boyett (Yam); 4. Joey Houghton (Hon).
PRO: 1. Clay Hoenshell (Kaw); 2. Jeremy Fipps (Hon); 3. Jim McQueary (Kaw); 4. Todd Tarver (Kaw); 5. Donnie McMillon (KTM).
OPEN EX: 1. Marty Ishmael (Kaw); 2. Russ Clark (KTM); 3. Shannon Butler (Hon); 4. Todd Gleaves (KTM); 5. Bill Wright (Hon).
250 EX: 1. Mitch Milson (Kaw); 2. Danny Elmore (Kaw); 3. Kenny Vowell (Suz); 4. Vernon Davidson (Suz); 5. Adrian Jacobs (Yam).
200 EX: 1. Mark McDonald (Kaw); 2. Nathan Eads (Kaw); 3. Todd Holder (Kaw); 4. Mark Wall (Yam); 5. John Weber (Kaw).
125 EX: 1. Jeremy Butler (Hon); 2. Aaron Gay (Hon); 3. Josh Craddock (Kaw); 4. Rick Blasingame (Suz); 5. Brian Barnes (Yam).
30+ EX: 1. Dana Wright (Suz); 2. David Koontz (Yam); 3. Ray Jennings (Yam); 4. Rick Haley (Yam); 5. Sam Baker (Hon).
38+ EX: 1. Doug Taft (Yam); 2. Bill McGovern (Hon); 3. Don Fitzsimmons (Hon); 4. Matt Trimmier (Hon); 5. Dan Burch (Hon).
45+ EX: 1. Loyd Morgan (Suz); 2. Gene Pannell (Yam); 3. Dusty Tower (Kaw); 4. Perry Nettles (Kaw); 5. Richard Thorne (Yam).
50+ EX: 1. Bill Fleming (Suz); 2. Hazen Smith (Hon); 3. Dwight Leatherwood (KTM); 4. Tim Anstice (Suz); 5. Charles Pritchett (Suz).
4-STRK EX: 1. Jeff Solinger (Hon); 2. Darin Shirley (Hon); 3. Mark Lamb (Hon); 4. Mike Moore (Hus); 5. Courtney Christian (Hon).
250 INT: 1. Will Pattison (Kaw); 2. Clint McBride (Kaw); 3. Todd Hutson (Kaw); 4. Tom Moran (Kaw); 5. Kirk Grynwald (KTM).
125 INT: 1. Matt Grubb (Kaw); 2. Chris Dejarneatt (Yam); 3. Chris Horton (Yam); 4. David Burkam (Yam); 5. Jeremy Weeks (Yam).
30+ INT: 1. Gregg Royar (Suz); 2. Jim Sendelbach (Yam); 3. Marty Cathey (Yam); 4. Danny Flowers (Suz); 5. Dan Joseph (Yam).
38+ INT: 1. Glenn Barajas (Suz); 2. Hank Weishuhn (KTM); 3. John Essinger (Yam); 4. Rick Hinton (Hon); 5. Scott Winn (Kaw).
45+ INT: 1. David Nielsen (Yam); 2. Kerry Foster (Kaw); 3. Charles Robinson (KTM); 4. Don Cannon (Kaw); 5. John Miera (Hon).
OPEN AM: 1. Jay Novero (Kaw); 2. Brian Hoffman (KTM); 3. Russell Horn (Kaw); 4. Todd Hammel (Hus); 5. Lynn Stanford (KTM).
250 AM: 1. Clinton King (Yam); 2. Jeff Chauza (Suz); 3. Robert Bates (Yam); 4. Danny Souder (Yam); 5. Don Boyett (Yam).
200 AM: 1. Jason Montey (Kaw); 2. Bryan Stanley (Kaw); 3. Don Heierman (Kaw); 4. Matt Panter (Kaw); 5. Doug Montey (Kaw).
125 AM: 1. Jacob Cozby (Hon); 2. Bryan Miller (Hon); 3. Chris Abbott (Yam); 4. Darren Rogers (Yam); 5. Chris Leonard (Kaw).
30+ AM: 1. Tommy Smith (Yam); 2. Glen Eiland (Yam); 3. Kenny Adams (KTM); 4. Kevin Lewelien (Kaw); 5. Larry Smith (Kaw).
38+ AM: 1. Steve Butler (Hon); 2. Roy Songy (Kaw); 3. Paul Harris (Hon); 4. Eddie Kinder (Yam); 5. William Martin (Kaw).
45+ AM: 1. Danny Hagins (Yam); 2. Mike McKool (Kaw); 3. Richard Kull (Kaw); 4. David Lucas Sr. (Kaw); 5. John Petton (Kaw).
50+ AM: 1. Grady Burch (KTM); 2. Joe Brittain (KTM); 3. Skip Gove (Yam); 4. Max Brand (Kaw); 5. Ralph Jones (Kaw).
4-STRK AM: 1. Steve Turner (Hon); 2. Matthew Martin (Hon); 3. Jeff Gunter (Hon); 4. Kim Rawlings (Hon); 5. Tim Cruce (Hon).
WMN EX: 1. Cathy Craig (Hon); 2. Bethany Jacobs (Kaw); 3. Tracy Yeargun (Hon); 4. Gayle Culpepper (Yam); 5. Shelley McMillon (KTM).
WMN AM: 1. Tabitha Freeman (Hon); 2. Julie Shields (Hon); 3. Amber Henson (Hon); 4. Linda Mitchell (Yam); 5. Gina Montey (Kaw).
MINI EX: 1. Matt Grubb (Kaw); 2. Bryan Miller (Kaw).
MINI AM: 1. Tyler Rawlings (Kaw); 2. Adam Little (Kaw); 3. Brian Mullen (Kaw); 4. Mike McGovern (Kaw); 5. Clay Leaverton (Hon).

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1995 World 250 MX Champion

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The 125cc race featured crashes by just about every rider on the track except winner Team Yamaha's Kevin Windham of Baton Rouge, Louisiana, and American Suzuki / O'Neal / Quicksilver backed James Dobb of Derbyshire, England. Joining them on the podium was Tennessee's Nathan Ramsey on his Performance Engineering backed Suzuki. Complete race coverage, including exclusive behind the scenes "Pit Pass" footage of the top riders. 50 minutes from Fox video.

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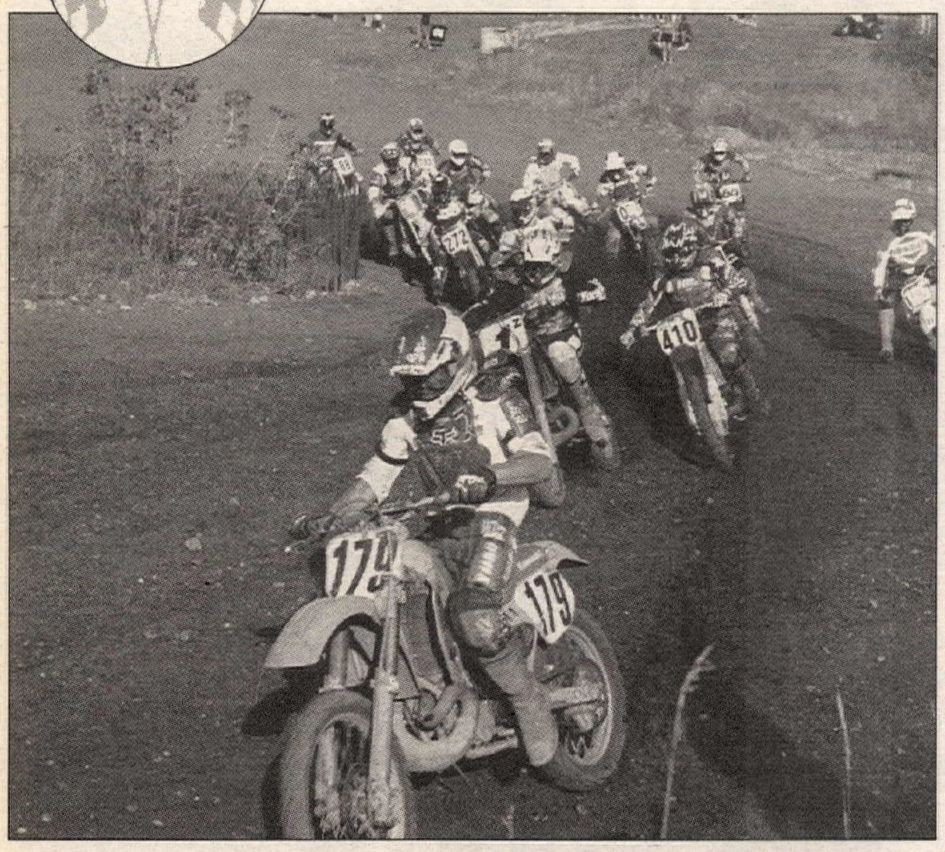


(Left) Chuck Kingstad (179) pulls the holeshot in the Open class at Lake Mills, Wisconsin, followed by Erik Ezerins (1) and Tom Moore (410).
(Below) Dick Mann (5) and Rick Doughty (2Z) battled in the Premier 500cc Expert class at round 15 of the AHRMA/Vintage Iron National Motocross Series in Hollister, California. Doughty took the overall win.

Busse busts loose at Schuessler Motocross

By Andrew Bussen

LAKE MILLS, WI, OCT. 1
Karter Busse bid farewell to his hometown track before leaving for Las Vegas for the winter, convincingly acing both motos in the 250cc A class and finishing a respectable third in 125cc A behind LBZ-backed Mike Kann and Torque Center-supported Eron Ezerins at the Randy Schuessler Memorial Motocross.

Busse had extra incentive to win, as his sweep of the 250cc class A left Young America team manager Tryce Welch on the losing end of a bet which resulted in a buzz cut for Welch, courtesy of Busse.

Busse was on fire during the first 250cc A moto, setting a blistering pace out front. However, the second-moto win was made easier when leader Ezerins went down in the back-section sand corner, breaking his clutch lever in the process.

Scoring in the 250cc A class was tighter than usual, with three riders having six total points. Second-moto finishes determined the overall order behind Busse, with Tim Roth in second, Jason Warner in third and Ezerins finishing an uncustomary fourth overall.

Ezerins and Warner were two of many riders displaying a "Z" on their number plates, in recognition of the hospitalized and critically injured Scott Zampach, a national champion road racer and local motocrosser.

Ezerins took the 125cc A first-moto holeshot, followed by Warner, Freeport Honda/Kawasaki's Roy Nafzger, Busse and Kann. By the second lap, Busse had moved into second ahead of Kann and Nafzger, but became another victim of the back-section sand turn, falling back to fourth behind Ezerins, Kann and Nafzger at the checkers.

Ezerins was once again mistake-free in the second moto, taking the checkers ahead of Busse, Kann and Warner. While holding down third, Kann pulled off a heel-clicker over the plateau.

Kann also dominated the 125cc Junior class with two moto finishes, beating Darby Fowler's 4-2 and Dustin Keuntjes' 2-4.

A veteran battle was waged between Roy Nafzger and Tom Dretzka in the Over 25 Masters. The two Kawasaki riders were swapping positions in both motos, with Dretzka taking both motos and the overall. Nafzger was leading the second moto, but left the door open a split second too long.

Results

P/W JR: 1. John Heinlein; 2. Joseph Dretzka; 3. Buckley Andrews; 4. Zachary Fulton; 5. Jon Natzke.
P/W SR: 1. Robert Loire; 2. Brian Collins; 3. Justin Hager; 4. Chad Early; 5. Casey Profita.
125 JR: 1. Michael Kann; 2. Darby Fowler; 3. Dustin Keuntjes; 4. Bernie Plummer; 5. Shaun Miller.
VET A: 1. Jeff Lois; 2. Tom Dretzka; 3. Roy Nafzger; 4. Jim Neson; 5. Chuck Kingstad.
VET B-1: 1. Dan Rooseched; 2. Tim Smith; 3. Bill Dennis; 4. Scott Rhoton; 5. Mark Henry.
VET B-2: 1. Tom O'Donnell; 2. Carl Besch; 3. Rodger Kramer; 4. Carl Hein; 5. Steve Green.
MINI 60: 1. Patrick Profita; 2. Jared Keuntjes; 3. Robert Loire; 4. Kody Schantzen; 5. Derek Whitney.
MINI JR: 1. Brad Modjewski; 2. Matt Powers; 3. Ross Martin; 4. Kirsten Raemisch; 5. Matthew Maier.
MINI SR: 1. Chad Johnson; 2. Shaun Miller; 3. Greg Hochmuth; 4. Andrew Foltza; 5. Paul Campen.
VINT: 1. Tim Smith; 2. Tom Anglim; 3. George Istvanek; 4. Ed Dominick; 5. Wayne Slagle.
OPEN: 1. Chuck Kingstad; 2. Tom Moore; 3. Erik Ezerins; 4. Robert Elder; 5. Bryan Wienke.
25+ MSTR: 1. Tom Dretzka; 2. Roy Nafzger; 3. Tom Moore; 4. Dan Heindl; 5. Jeff Blaha.
WMN: 1. Shelly Kann; 2. Angie Foltz; 3. Kirsten Raemisch; 4. Angela Keunties; 5. Any Walkowski.
40+: 1. Gary Walkowski; 2. James Seraeder; 3. Judd Koenitzer; 4. Jerry Bungardner; 5. John Stroebel.
50+: 1. Terry Woosley; 2. Ted Coplien; 3. Michael Micheli; 4. Bill Terry; 5. Gary Vandenberger.
125 A: 1. Eron Ezerins; 2. Mike Kann; 3. Karter Busse; 4. Jason Warner; 5. Roy Nafzger.
125 B: 1. Tom Hoffmaster; 2. David Oettel; 3. Jesse Williams; 4. Jason Schiller; 5. Mark Otternad.
125 C-1: 1. Pete Scaffido; 2. George Istvanek; 3. Jacob Daul; 4. Skip Schneider; 5. Andy Walters.
125 C-2: 1. Andrew Foltz; 2. Matt Fisher; 3. Mike Ganther; 4. Wade Johnson; 5. Mark Schellinger.
250 A: 1. Karter Busse; 2. Tim Roth; 3. Jason Warner; 4. Eron Ezerins; 5. Jim Nelson.
250 B: 1. Tom Hoffmaster; 2. Matt Korar; 3. Glenn Gates; 4. Dan Rooseched; 5. Brad Johnson.
250 C: 1. Mark Schellinger; 2. Kory Krambs; 3. Randy Scott; 4. Carl Hein; 5. Jeff Moore.

Doughty dials Vintage Iron MX

By Dick Archer

HOLLISTER, CA, OCT. 20
Rick Doughty took the overall win in the Premier 500cc Expert class at the 15th and final round of the AHRMA/Vintage Iron National Motocross Series at Hollister Hills SVRA.

In moto one, Dick Mann, aboard his Swedish-built Monark 500, and Doughty, on a '62 BSA GS500, nailed the holeshot side by side, and only after the third turn was Doughty a bike length ahead with the lead. For the next two laps, the two hammered away at each other, neck and neck and knocking elbows. Doughty muscled ahead with the lead as Mann, tracking his quarry, looked for a weak spot.

Near the end of lap three, Mann made his move, blasting through a high-speed turn and slipped by Doughty as the two raced to the steep drop-off. Doughty rode frantically for the remaining two laps, but couldn't find a line around him. Mann took the checkers with Doughty a close second. Steen Hanson, Helde Sahl and Robert Poole finished a distant third, fourth, and fifth.

Moto two saw Doughty and Mann wrestle for the holeshot and again Doughty took the lead. Mann wasted no time as he tried to make the same move on Doughty in the same spot he did in moto one. It was close, but Doughty is a quick study, and this time he cut off Mann's line. With Mann in hot pursuit, Doughty held his opponent at bay to win the moto by about three seconds and take the overall for the day. Mann humbly finished second, and Steen Hanson got the best of Poole and Sahl for third.

Californian Tim Nash had a great day as well, winning both motos in some very competitive racing against England's Kevin Reed in the Over 30 Expert class and defeating flat-tracker John Hateley and Randy Lewis with double-moto victories in the Sportsman 250cc Expert.

In the Over 30 motos, Nash, aboard a '74 Husqvarna, had his hands full with Reed and his '72 Cheney BSA 500. Nash and Reed fought tooth and nail, but Nash held on for the win. Reed took second, followed by Halpin, Carter, and Price.

Results

PREM L/W INT: 1. Dave Duane (Cot); 2. J.D. Janiec (BSA); 3. Duncan Wright (Duc).
PREM L/W EX: 1. Gary Davis; 2. David Boydstun (GRE).
PREM 500 NOV: 1. Dennis Moore (BSA).
PREM 500 INT: 1. J.D. Janiec (AJS); 2. Kelly Shane (Ari); 3. John Huegel (Ind); 4. Ken Bumingham (BSA); 5. John McCoy (Hus).
PREM 500 EX: 1. Rick Doughty (BSA); 2. Dick Mann (Mon); 3. Steen Hansen (BSA); 4. Robert Poole (BSA); 5. Helde Sahl (BSA).
PREM OPEN TW NOV: 1. Al Soehrtnan (Tri).
PREM OPEN TW INT: 1. Stephen Heaney (BSA); 2. Marsh Runyon (H-D).
PREM OPEN TW EX: 1. Wayne Sumner (BSA); 2. Kenneth Corpe (BSA).
CLSC 125 NOV: 1. Bryan Wenzel (Sac); 2. Robert Whitaker (Hon); 3. Janet Borg (CZ); 4. Michael Kopp (Hon); 5. Stephen Roos (Hon).
CLSC 125 INT: 1. Robert Borg (CZ); 2. Harry Bellicitti (Hus); 3. Steve Sprague (Bul); 4. Doyle Cook (Zun); 5. Ron Renzulli (CZ).
CLSC 125 EX: 1. Mark Arsenault (Hus); 2. George Golling (Pen).
CLSC 250 NOV: 1. Kirk Freeman (Oss); 2. Chris Frei (Hus); 3. James Wilson (Hus); 4. Gil Driscoll (Eag); 5. Chris Makynen (BSA).
CLSC 250 INT: 1. Lanny Hyde (BSA); 2. Mike Fenner (BSA); 3. Robert Borg (Oss); 4. Kenny Sykes (Gri); 5. John Gulliford (Oss).
CLSC 250 EX: 1. Robert Poole (BSA); 2. Rodney Henninger; 3. Peter Cruttenden (BSA).
CLSC 500 NOV: 1. David Duvarney (Hus); 2. Bob Kile (Tri); 3. Michael Lightfoot (BSA); 4. Kay Mann (BSA).
CLSC 500 INT: 1. Matt Parsons (Wes); 2. Ken Markling (Hus); 3. Steve Sprague (Bul); 4. Fred Mork (Eso).
CLSC 500 EX: 1. Randy Hanson (Hus); 2. Tim Henry (Tri).
SPTSMN 125 NOV: 1. Mark Lacurelle (Hon); 2. Chris Frei (Yam).
SPTSMN 125 INT: 1. Steve Gibson (Hon); 2. Bryan Davis (Hon); 3. Kirk Barvert (Hon); 4. Ric Russel (Hon).
SPTSMN 125 EX: 1. Steve Parker (Hon); 2. Bill Clem (Hon); 3. Scott Davis (Hon).
SPTSMN 250 NOV: 1. Mike Schulhof (Hon); 2. Andy Montijo (Hon); 3. Thomas Rogers II (Hus); 4. Don Beese (Hon); 5. Jeffrey Carver (Hon).
SPTSMN 250 INT: 1. Scott Bowman (Hon); 2. Edwin Sims (Hon); 3. Rick Nicholson (Hon); 4. Todd Engle (Hon); 5. Kirk Barnett (Hon).
SPTSMN 250 EX: 1. Tim Nash (Hus); 2. Randy Lewis (Oss); 3. John Hateley (Bul); 4. Ron Melton (Bul); 5. Dave R. Smith (Hon).
SPTSMN 500 NOV: 1. Don Kelley (CZ); 2. Scott Silva (Suz); 3. Howard Johnston (BSA); 4. Mike Wallace (Hus); 5. Albert Gonzales (CZ).
SPTSMN 500 INT: 1. Dirk Murphy (Hus); 2. Matt Parsons (Wes); 3. Gary Egloff (Mai); 4. Paul Fonseca (Hon); 5. Jeff Mullins (Mai).
SPTSMN 500 EX: 1. Greg Carter (Mai); 2. Kevin Reed (BSA); 3. Rick Price (Mai); 4. Mike Halpin (Mai); 5. Ron Melton (Bul).
SPTSMN OPEN TW NOV: 1. Denis Van Gundy (Tri); 2. Pete Silva (Tri); 3. Jeff Weber (Tri).
SPTSMN OPEN TW INT: 1. Joe McCoy (Tri); 2. Manuel Datan (Tri); 3. Peter Rowland (Tri); 4. Ron Dotson (Tri); 5. Joel Sweeney (Tri).
SPTSMN OPEN TW EX: 1. John Hateley (Tri); 2. Rick Doughty (Tri); 3. Terry Hyde (Tri).
WMN NOV: 1. Sarah Lightfoot (Hon); 2. Ellen Voermans (Hon).
WMN INT: 1. Candy Hateley; 2. Janet Borg (CZ); 3. Deborah Poole (CZ).
WMN EX: 1. Christen Cowan (Yam).
30+ NOV: 1. Curtis Foumier (Hon); 2. Mike Schulhorf (Hon); 3. Thomas Rogers II (Hus); 4. David Duvamey (Hus); 5. Don Beese (Hon).
30+ INT: 1. Troy Smalley (Hus); 2. Edwin Sims (Hon); 3. Scott Bowman (Hon); 4. Bryan Davis (Hon); 5. Dirk Murphy (Hus).
30+ EX: 1. Tim Nash (Hus); 2. Kevin Reed (BSA); 3. Mike Halpin (Mai); 4. Greg Carter (Mai); 5. Rick Price (Mai).
40+ NOV: 1. Jared Ashton (Hon); 2. Bob White (Mai); 3. Craig Lauterman (Hus); 4. Larry Good (CZ); 5. Tom Barnett (Hon).
40+ INT: 1. Steve Erickson (Mon); 2. Dale Greenhalgh (Hon); 3. Eric Roseme (Bul); 4. Harry Bellicitti (CZ); 5. Peter Rowland (Tri).
40+ EX: 1. Randy Lewis (Oss); 2. Robert Doran (CCM); 3. Robert Poole (BSA); 4. Terry Hyde (Tri); 5. Bill Row (Hon).
50+ NOV: 1. James Wilson (Hus); 2. Steve Lacey (Hon); 3. Steve Churchill (Hus); 4. Steve McLean (Hus); 5. Pete Silva (Tri).
50+ INT: 1. John Huegel (Yam); 2. Terry Pratt (CZ); 3. Kenneth Hatch (Bul); 4. David Gibson (Tri); 5. Jack Monger (Hon).
50+ EX: 1. Bill McClinton (BSA); 2. Jeff Smith (TBA); 3. Wayne Sumner (Tri); 4. Helde Sahl (BSA); 5. Danny Smart (Hus).
60+ NOV: 1. Jim Cameron (BSA).
60+ INT: 1. Kenneth Hatch (Bul); 2. Ed Ott (74 Yam); 3. Hank Cosio (Bul); 4. Bill Verbiscio (Yam).
PST MSTRS: 1. John Hatley (Tri); 2. Rich Thorwaldson (Bul); 3. Dick Mann (Mon); 4. Jeff Smith (Che); 5. Steen Hanson (BSA).

Kerr captures flag at Swan MX

By Kat Spann

TYLER, TX, OCT. 13
Jonathan Kerr took the win in the 60cc Open class at round four of the second annual Texas State Championship Series, held at Swan Cycle Park.

Ryan Hartley grabbed the first-moto holeshot with Kerr, Brad Wolfe and Bryan Zachary in close contention. By the end of lap one, Kerr took the lead. When Wolfe fell in the woods in lap two, Zachary moved up to challenge Kerr, but settled for second. Quinn Harris and Ryan Grantom staged quite a battle for third. It was a photo finish, with Harris a half a knobby in front of Grantom at the end. Brandon Thompson took the number-five spot.

Zachary nabbed the second-moto holeshot, but Kerr was breathing down his airbox. Brad Wolfe tried to fight off Ryan Grantom for third, which Grantom took on lap three. Zachary and Kerr raced rim to rim for four grueling laps, taking it down to the last few feet with the stands going nuts. In the final turn, Zachary opted for the less-rutted outside line while Kerr made a daring inside cut and went under Zachary at the exit to take the checkered flag a split hair in front of Zachary.

Brad Cannon once again proved that he has what it takes to win the 125cc Open event. Kevin Vines took the first-moto holeshot, chased by Cannon and Mark Thompson. Cannon and Thompson both passed the leader in short order. Cannon took another lap to separate himself from Thompson, who then had to hold off Dustin Cantrell and Bryan Piccirelli. John Adam gated 10th off the start and worked his way toward the front, finishing fifth behind Cannon, Thompson, Cantrell, and Piccirelli.

Moto two saw Thompson with the holeshot and Vines in his rearview mirror. Cannon raced up behind Vines, accompanied by Cantrell, with both passing Vines on the first lap. Cannon passed Thompson in the second wooded section uphill without so much as a glance at the Plano

Honda rider. Thompson tried to stay with Cannon, but Cannon continued to race a flawless moto. Cantrell finished third, followed by Piccirelli and Vines.

Results

50 STK: 1. Joseph Marburger (KTM); 2. Dalton Campbell (KTM); 3. Richard White (KTM); 4. Terry Haynes (KTM); 5. Jake North (KTM).

50 MOD: 1. Joseph Marburger (KTM); 2. Michael Pritchett (Cob); 3. Dalton Campbell (KTM); 4. Logan Melton (Lem); 5. Luke Bledsoe (Cob).

60 (7-9): 1. Ryan Grantom (Kaw); 2. Ryan Hartley (Kaw); 3. Scotty Wennerstrom (Kaw); 4. Daniel Bucher (Kaw); 5. Dustin Shows (Kaw).

60 (10-11: 1. Bryan Zachary II (Kaw); 2. Brad Wolfe (Kaw); 3. Jonathan Keff (Kaw); 4. Quinn Harris (Kaw); 5. Brandon Thompson (Kaw).

60 OPEN: 1. Jonathan Kerr (Kaw); 2. Bryan Zachary II (Kaw); 3. Ryan Grantom (Kaw); 4. Brandon Thompson (Kaw); 5. Quinn Harris (Kaw).

5O BEG: 1. Michael Head (Hon); 2. Steven Bafferas (Hon); 3. Jason Long (Kaw); 4. Kevin Griffith (Hon); 5. Colin Parker (Suz).

80 (7-11): 1. Jonathan Kerr (Hon); 2. Andrew Clark (Hon); 3. Brad Wolfe (Kaw); 4. Quinn Harris (Yam); 5. Bryan Zachary II (Kaw).

80 (12-13): 1. Chase Reed (Kaw); 2. Dusty Fountain (Kaw); 3. Derek Kemp (Suz); 4. Robby Shinn (Hon); 5. McFly Scheel (Suz).

80 (14-16): 1. Adam Mennenga (Kaw); 2. John George Jr. (Hon); 3. Damon Francois (Kaw); 4. Shane Doughty (Kaw); 5. Geoffrey Mayfield (Yam).

80 OPEN: 1. Chase Reed (Kaw); 2. Damon Francois (Kaw); 3. John George Jr. (Hon); 4. Dusty Fountain (Kaw); 5. Adam Mennenga (Kaw).

125 BEG: 1. Joey Reed (Kaw); 2. Bubba Wade (Yam); 3. Gregory Hoplans (Suz); 4. Mark Herin (Yam); 5. Kelly Whitney (Kaw).

125 NOV: 1. Mark Thompson (Hon); 2. Dustin Cantrell (Kaw); 3. Matt Marsteller (Yam); 4. Aaron Hubbard (Hon); 5. John Adam (Suz).

125 INT: 1. Brad Cannon (Yam); 2. Ryan Wallace (Kaw); 3. Joe Walker (Yam); 4. Todd Ramsey (Kaw); 5. Kevin Vines (Suz).

125 OPEN: 1. Brad Cannon (Yam); 2. Mark Thompson (Hon); 3. Dustin Cantrell (Kaw); 4. Bryan Piccirelli (Hon); 5. Kevin Vines (Suz).

125 PRO: 1. Brad Woolsey (Kaw); 2. Billy Utley (Hon); 3. Jason Eckhoff (Suz); 4. David Widmer (Yam); 5. Chris Craft (Yam).

250 500 BEG: 1. Bubba Wade (Yam); 2. Olen McCasland (Yam); 3. Todd Bain (Kaw); 4. David Browning (Hon); 5. Cody Thompson (Hon).

250 NOV: 1. Greg Lewis (Yam); 2. Thomas Bordelon (Hon); 3. Dirk Williams (Hon); 4. Chuck Bosone; 5. Billy Morrison (Kaw).

250 INT: 1. Jason Hyde (Suz); 2. Ryan Wallace (Kaw); 3. Craig Mayhan (Kaw): 4. Joe Walker (Yam); 5. Todd Kyser (Kaw).

250 OPEN: 1. Todd Kyser (Kaw); 2. Chuck Bosone (Kaw); 3. Clint Hale (Yam); 4. Ralph Regland (Hon); 5. Zack Christian (Suz).

250 PRO: 1. Billy Whitley (Kaw); 2. Brad Woolsey (Kaw); 3. Chris Torrance (Kaw); 4. Caleb Leath (Kaw); 5. Jason Eckhoff (Suz).

301 500 OPEN: 1. Brad Smith (Hon); 2. Mark Lowry (Hon); 3. Terry Dike (Kaw); 4. Brian Rick (KTM); 5. John Sniith (Hon).

25+ NOV: 1. Greg Lewis (Yam); 2. Dirk Williams (Hon); 3. Chuck Bosone (Kaw); 4. Cord Lee (Kaw); 5. Todd Crouch (Kaw).

25+ INT: 1. Stephen Lee (Yam); 2. Clint Hale (Yam); 3. Mike Smith (Kaw); 4. Glen Walker (Yam); 5. Brock Foster (Kaw).

25+ EX:L 1. Billy Whitley (Kaw); 2. Nick Pounds (Kaw); 3. Sprint Haynes (Yam); 4. Hoot Parker (Hon); 5. Jerry Joiner (Kaw).

30+ NOV: 1. Moe Upton (Hon); 2. Terry Dike (Kaw); 3. Alan Trammel (Hon); 4. Bobby Meche (Hon); 5. Harold Nutter (Hon).

30+ INT: 1. Todd Ramsey (Kaw); 2. Randy Kimbrell (Hon); 3. Ron Wipf (Kaw); 4. Glen Walker (Yam); 5. Brock Foster (Kaw).

30+ EX: 1. Chris Pritchett (Kaw); 2. Hoot Parker (Hon); 3. Jerry Joiner (Kaw).

40+: 1. Mike Haynes (Suz); 2. Ed Hays (Kaw); 3. Jimmy Moore (Kaw); 4. Lester Knight (Hon); 5. Peyton Treadwell (Hon).

Trosclair storms Hurricane Alley MX

By David Levy

NEW IBERIA, LA, OCTOBER 20

Dustin Trosclair led almost every lap of both motos to win the 80cc Beginner division at Hurricane Alley Raceway.

Andrew Cronco began the first moto with a huge holeshot, but it wouldn't last for long as Trosclair, Brandon Terrel, Nick Gautreaux and Brandon Trosclair all passed him before the end of the first lap. The pack then settled into a rhythm and would finish the moto in the same order. At the back of the pack Jordan Smith and Justin Hidalgo battled hard for some of the best racing of the day. Hidalgo never let Smith get more than a few bike lengths away for the entire moto.

Cronco again holeshot the second moto and fought to maintain position. By the end of the first lap he was second to Dustin Trosclair. Cronco held on to the runner-up spot for most of the race, eventually finishing third behind Nick Gautreaux. Brandon Trosclair started the moto in third but would drop a position by the end. Brandon Terrel finished in fifth. Hidalgo and Smith continued their battle into the final turn, banging into each other and becoming entangled. They patiently freed their bikes and continued to the finish with Smith getting the final edge on Hidalgo.

Results

P/W: 1. Dewayne Henson; 2. Tyler Trosclair; 3. Mathew Stroder.

60: 1. Jordan Trosclair; 2. Nicholas Meche; 3. Josh Gautreaux.

80 BEG: 1. Dustin Trosclair; 2. Nick Gautreaux; 3. Brandon Terrell; 4. Brandon Trosclair; 5. Andrew Cronco.

80 NOV: 1. Cristian Mayon; 2. Ryan Theriot; 3. Jamie Anderson; 4. Jon Baudry.

125 BEG: 1. J.J. Streva; 2. Blake Plonsky; 3. Donnie Olivier; 4. Eric Wells; 5. Luke Mayon.

125 NOV: 1. Jeremy Tyler; 2. Joey Reed; 3. David Bryant; 4. David Levy; 5. Steffan Deville.

250 NOV: 1. Shawn Romero; 2. Jeremy Tyler.

HBBY: 1. Tony Terrel; 2. Darryl Hardy; 3. David Levy; 4. Richard Anderson; 5. Rob Sellers.

(Right) Michael Grizzle won the 250cc A class and finished second in Over 30 action at Road Atlanta's Off-Road Grand Prix. (Below right) Chad Albritton (39) won the Super Mini over Danny Smith (85) at Road Atlanta MX. Albritton also won the Senior Mini class and was the series' overall winner.

Grizzles, McDonald win at Road Atlanta Off-Road GP

By Gary Crider

BRASELTON, GA, OCT. 6

Michael Grizzle and Chris McDonald squared off in the 250cc A and Over 30 classes and came away with a class win each in Road Atlanta's off-Road Grand Prix.

The ProLine Motorsports-sponsored event hosted a full slate of classes, divided into four groups, racing for approximately one hour each. The GP course offered a variety of terrain, including Road Atlanta's motocross track, paved pit roads, dirt roads and woods.

The 250cc A division led off the day's first group and McDonald showed the way aboard his YZ Yamaha. At about the 45-minute mark, however, KTM rider Grizzle had closed the gap.

McDonald and Grizzle circled the entire course in high-speed tandem before Grizzle made his move on the fifth and final lap to go by for the win over McDonald. William Trammell was third while Telly Olympiadis recovered from a first-lap spill to finish fourth.

McDonald and Grizzle matched wheels again in the Over 30 class, but this time, McDonald maintained a 10-second cushion over second-place Grizzle. Randy Tomlinson was third. The dead-engine start almost spelled disaster for Vintage-class competitor Benny Durrough as his Maico failed to start while the rest of the class got a formidable head start.

David Keith, Jim East and Chuck Cureton took turns at the lead while Durrough mounted a charge that saw him move into second position by the end of lap two. Durrough took the lead away from Cureton on the next lap. Durrough held on for the win over East while Cureton and Keith dropped back to fifth and sixth place finishes, respectively.

The 250cc B class saw Tim Brown go by John Carr and Milton Garner to take the lead and the win. Carr finished second over the initial leader, Garner, who returned in the Over 30 division and finished fourth.

Lon Buyshan and Bob Brown swapped the lead back and forth during the 250cc C contest before Brown ran into problems on the fourth and final lap, finishing third. Buyshan took the win over Tim King.

At the start of the 200cc C race, Westin Lee jumped ahead, only to crash in the early moments on the MX course. Lee recovered and moved back into the lead before the first lap was complete and held on for the win over Josh Nowell.

Results

VINT: 1. Benny Durrough (Mai); 2. Jim East (Hon); 3. Larry Robbins (Suz); 4. Charles Norris (Hus); 5. Chuck Cureton (Hus).

WMN: 1. Sonja Hamilton (Suz); 2. Michelle Blystone (Kaw); 3. Missie Grinnell (Kaw).

VET (30+): 1. Chris McDonald (Yam); 2. Mike Grizzle (KTM); 3. Randy Tomlinson (Hon); 4. Milton Garner (Yam); 5. Jim Hillburn (KTM).

4-STRK: 1. Mark Crazier (Hon); 2.Tim Brown (Suz); 3. David Monsel; 4. Tim Monsrud (Hon); 5. Steve Bishop (Hon).

60/80 (7-11): 1. Josh Davis (Kaw); 2. Robert Bourne (Kaw); 3. Bud King (Kaw); 4. Josh King (Kaw); 5. Seth Gudger (Hon).

60/80 (12-15): 1. Eddie LiGuori (Yam); 2. Bo Pirkle; 3. John Fields.

200 C: 1. Westin Lee (Suz); 2. Josh Nowell (Hon); 3. Greg Thompson (Yam); 4. Lyles Sanders (Hon); 5. Troy Travis (Kaw).

250 C: 1. Lon Buysha (Hon); 2. Tim King (Kaw); 3. Bob Brown (Hon); 4. Jim Brown (Hon); 5. Chris Moore (Kaw).

200 B: 1. Robert Chambers (Hon); 2. Jason Hutchings (Suz); 3. Ryan Simmons (Yam); 4. Robert Baker (Hon).

250 B: 1. Tim Brown; 2. John Carr; 3. Milton Garner (Yam); 4. Steve Spivey (Hus); 5. Randy Tomlinson (Hon).

200 A: 1. Steve Moore (Kaw).

250 A: 1. Michael Grizzle (KTM); 2. Chris McDonald (Yam); 3. William Trammell (Kaw); 4. Telly Olympiadis (Hon); 5. James Hillburn (KTM).

SP/OPEN AM: 1. Brad Powell; 2. B.J. Sosebee 3. Jason McCollum; 4. Steve Stanton (Hon); 5. Van Purser.

SP/OPEN PRO: 1. Mark Krotsky; 2. Russell Powell; 3. Jerry Buechler; 4. Billy Salter; 5. Terry Herring.

Bone buries competition at Road Atlanta Motocross

By Gary Crider

BRASELTON, GA, OCT. 5

Dwayne Bone notched four consistent finishes to win both the 125cc and 250cc A classes while challengers Matt Shue and Robbie Horton crashed out of contention in the season closer at Road Atlanta MX. The event was the ninth and final round of SportStar's AMA Trans-MX Series and over 300 riders were on hand.

Horton won the opening 250cc A moto in fine style and looked like he was on his way to a perfect score. Early in the second moto, however, Horton got badly out of shape over a jump. Horton managed to keep his Kawasaki up on two wheels, but the effort left him with a dislocated shoulder.

Shue, who did not finish the first moto, went on to win the final over Bone. Bone's 2-2 tally earned top honors over Brian Raymond.

In the 125cc A division, Bone and Shue took a moto win each but, again, Bone had the top overall score.

Chad Albritton posted five moto wins to wrap up his series victories in the Senior Mini, Super Mini and Youth divisions. The day's win in the Youth class, however, went to Josh Whitmire in a close match over Albritton.

Josh Lee came from behind to win both motos in the 125cc D class over Terry Chambley. Chambley earned the series crown in a close points battle over Ronnie Baxley. Baxley was fourth for the day.

Rusty Bufford already had wrapped up his 250cc C Series championship when he held off a second-moto, last-lap challenge from Chris Riggins. Bufford won the day as his 2-1 finish bested Riggins' 1-2 tally.

The fierce 50cc (7-8) contest saw Bradley Wright spend most of the day in hot pursuit of J.J. Maleske. Wright made his moves on the final lap of both motos, going by Maleske each time to net a perfect score. CN

Results

VINT: 1. David Keith (Kaw); 2. James King (Her); 3. Robert Phillips (Hon); 4. Richard Taylor (Hon); 5. Gary Norton (Hon).

50 (4-6): 1. Daniel Lyautey (LEM); 2. Jordan Pittman (KTM); 3. Ethan Podgurski (LEM); 4. Parker Jarrard (KTM); 5. Cody Cantrell (KTM).

50 (7-8): 1. Bradley Wright (Cob); 2. J.J. Maleske (Cob); 3. Christian Gibney (Cob); 4. Daniel Luttrell (Cob); 5. Blake Mercer (LEM).

60: 1. Josh Davis (Kaw); 2. Josh Mulligan (Kaw); 3. Auston Albers (Kaw); 4. Jordan Gooch (Kaw); 5. Heath Edwards (Kaw).

80 D: 1. Jonathan Jarrard (Kaw); 2. Travis Dean (Hon); 3. Adam Benson (Yam); 4. Alan Bowling (Hon); 5. Keith Johnson(Kaw).

JR/MINI: 1. Luke Bunzendahl (Suz); 2. Josh Davis (Kaw); 3. Auston Albers (Hon); 4. Lee Fischer (Kaw); 5. Tommy Lee (Hon).

SR/MINI: 1. Chad Albritton (Hon); 2. Casey Bullington (Yam); 3. Danny Smith (Kaw); 4. Brett Hasty (Hon); 5. Chris Gibson (Hon).

S/MINI: 1. Chad Albritton (Hon); 2. Danny Smith (Kaw); 3. William Watford (Suz); 4. Casey Bullington (Yam); 5. Craig Childs (Kaw).

YTH: 1. Josh Whitmire (Suz); 2. Chad Albritton (Hon); 3. Marty Smith (Suz); 4. Josh Lee (Hon); 5. Josh Gary (Kaw).

125 D: 1. Josh Lee (Hon); 2. Terry Chambley Sr. (Suz); 3. Allen Rucker (Kaw); 4. Ronnie Baxley (Hon); 5. Bill Armstrong (Kaw).

250 D: 1. Bobby Webber (Hon); 2. Larry Waters (Hon); 3. Allen Rucker (Kaw); 4. Jeff Mobley (KTM); 5. Brenton Malcom (Hon).

125 C: 1. William Cain (Suz); 2. Paul Bellanca (Hon); 3. Eric Cumming (Hon); 4. Westin Lee (Suz); 5. Mathew Lee (Suz).

250 C: 1. Rusty Bufford (Hon); 2. Chris Riggins (Kaw); 3. Waylon Weeks (Yam): 4. Mark Brown (Hon); 5. Lee Jones (Suz).

125 B: 1. Josh Whitmire (Suz); 2. Paul Firnschild (Suz); 3. Buck Schuler (Hon),

250 B: 1. Wayne DeVan (Kaw); 2. Sean Tharpe (Yam); 3. Reggie Starrett (Suz); 4. Joe Bailey (Yam); 5. Brian McBride (Hon).

U/L AM: 1. Marty Smith (Suz); 2. Mike Hamilton (Hon); 3. Mark Palmisano (Hon); 4. Robert Thanas (Kaw); 5. Eric Cumming (Hon).

25+ B/C: 1. John Sidener (Hon); 2. Mark Palmisano (Hon); 3. Carl McEver (Hon); 4. Chris Riggins (Kaw); 5. Paul Firnschild (Suz).

25+ A: 1. Ross Johnston (Hon); 2. Jon Krieger (Kaw).

30+ B/C: 1. Mike Hamilton (Hon); 2. Chris McDonald (Yam); 3. Carl McEver (Hon); 4. Bill Darley (Yam); 5. Rodney Chumley (Suz).

30+ A: 1. Ross Johnston (Hon); 2. Rock Wood (Suz).

35+: 1. Paul Bellanca (Hon); 2. Mark Cyphers (Suz); 3. Jim Creasy (Hon); 4. Robert Bourne (Suz); 5. Joey Siragusa (Hon).

40+: 1. Dale Deaton (KTM); 2. Kenny Hall (Hon); 3. Mark Smith (Suz); 4. Steve Corlee (Hon); 5. Jerry Murphy (Hon).

125 A: 1. Dwayne Bone (Hon); 2. Matt Shue (Yam); 3. Michael D'Amico (Suz); 4. Brian Raymond (Suz); 5. Anthony D'Amico (Suz).

250 A: 1. Dwayne Bone (Hon); 2. Brian Raymond (Suz); 3. Tommy Boyd (Hon); 4. Jeff Geise (Suz); 5. David Dishman (Suz).

SPCL AM: 1. B.J. Sosebee; 2. Chad Lawson; 3. Brad Powell; 4. Russell Powell; 5. Derek Nash.

SPCL 25+: 1. Mark Krotky; 2. Lane Coile; 3. Jerry Buechler; 4. Braxton Bragg; 5. Norris Quinn.

SPCL PRO: 1. Mark Krotky; 2. Jerry Buechler; 3. Lane Coile.

RESULTS

Motocross
Jolly Roger Motorway
Kent, WA
Oct. 20
By Harold Mauldin

P/W OIL-INJ
Cody Archuette Yam
Steven Marshall Yam
Rod Cook Yam
Tevi Tapia Yam
Dylan Evanger Yam
P/W NON-CONF
Dean Smith Yam
Dean Starrs KTM
Cory Castle KTM
Brandon Hodson Hon
Jake Anstett Act
P/W (4-6)
Brett Osaka LEM
Mac James LEM
Cory Castle KTM
P/W (7-8)
Kyle Beaton LEM
Kevin Urquhart LEM
Keith Abendroth LEM
Jefffery Simonson LEM
Cody Denham LEM
60 (6-8)
Colton Facciotti Kaw
Shon Wilson Kaw
Todd Nelson Kaw
Miles Warren Kaw
Jake Inlliano Kaw
60 (9-11)
David Rose Kaw
Sean Murphy Kaw
Chad Paine Kaw
Tony Boughton Kaw
Duane Lanphere Kaw
80 BEG
Jonathan Murphy Hon
Robbie Campbell Kaw
Kyle Berg Suz
Kyle Coen Yam
Joey Koorney Hon
80 (7-11)
Kenny Webster Kaw
David Rose Kaw
Colton Facciotti Yam
Justin Anderson Hon
James MacReady Hon
80 (12-13)
Shane Hansen Yam
Keith Ford Yam
Paul Mattoon Kam
Kyle Versteeg Yam
Jesse Meirs Hon
80 (14-15)
Daniel Reude Hon
Mike Hayes Yam
Jon Huber Suz
S/MINI
Tyler Kavaney Hon
Keith Ford Kaw
Daniel Ruede Hon
Mike Hayes Yam
Anthony Rudoff Hon
125 SCHBY
Josh Bailey Hon
Ronnie Peterson Suz
Ryan Alain Hon
Ben Hale Yam
Jered Bowman Yam
125 BEG
Zach Briggs Hon
Jeff Clutts Hon
Jake Huke Hon
Chance O'Neil Hon
Gene Pullen Suz
125 JR
Josh Bailey Hon
Ben Hale Yam
Ronnie Peterson Suz
Phil Johnson Yam
Tom Dodds Suz
125 INT
Travis Gage Suz
Garnett Carter Yam
Trevor Deyo Hon
Brandon Lloyd Yam
Travis Flateau Yam
125 PRO
Sean Nasslund Yam
Joe Arnott Hon
250 BEG
Chance O'Neil Hon
Blair Stadin Suz
J.R. Hendersen Hon
Garth MacDicken Suz
Sean Gillespie Hon
250 JR
Matt McCrea Suz
John Beal Kaw
Charles Ingham Hon
Tom Dodds Yam
Mike Dana Yam
250 INT
Ryan Sweet Hon
Scott Schreder Kaw
Brandon Lloyd Suz
Chad Hensley Yam
Travis Gage Suz
250 PRO
Joe Arnott Hon
OPEN BEG
Jim Berlin Hon
Grant Lord Hon
OPEN JR INT
Wayne Nyblom Hon
Rod Cook Hon
John Beal Hon
Bob Bechtel Kaw
George Reynolds Hon
4-STRK
Matt Starbard Hus
Grant Lord Hon
Brian Mitchell Hon
Bob Yantis Hon
WMN BEG
Danielle MacReady Hon
Kimberly Urquhart Hon
Danielle Hale Kaw
WMN JR INT
Angie Crater Hon
BTH BEG
J.R. Henderson Hon
Sean Gillespie Hon
Blair Stadin Suz
Jeff Clutts Hon
Jake Huke Hon
BTH JR INT
Ryan Sweet Hon
Greg McFarland Suz
Dwayne Patterson Hon
John Beal Kaw
Brandon Lloyd Yam
UTH BEG
Mike Hambert Yam
Pete Brunner Yam
UTH JR
Tom Balut Hon
John Turak Hon
Scott Roper Hon
UTH INT
Scott Schoeder Kaw
VET BEG
Mike Copeland Suz
Jim Berlin Hon
Bruce Webster Yam
Marc Hills Hon
Pete Brunner Yam
VET JR
Tom Balut Hon
Manuel Delgado Hon
Dale Evanger Kaw
Mike Urein Suz
George Reynolds Hon
VET INT
Rod Cook Hon
Rod Crater Hon
Bob Bechtel Kaw
Bruce Bennett Suz
Jon Marshall Hon
O/T BEG
Brian Bertsch Hon
Dan McCarthy Suz
Daniel Hodson Kaw
O/T JR
Ken Kirkpatrick Hon
Marvin Hoglund Hon
O/T INT
Mark Ennis Hon
Vern Huber Suz
John Nelson Hon

Motocross
OK State
Championship Series
Overall Final Results
By Jeannie Kephart

P/W STK
Trey Jones LEM
Levi Gilliam KTM
Trey Canard LEM
Landin Boler KTM
Jacob Weaver Yam
P/W MOD
Josh Mullendore Yam
Shane Gray Yam
Trey Canard LEM
Trey Jones LEM
Jamie Siever KTM
MINI MINI
Craig Royse Kaw
Preston Hamilton Kaw
Bo Ralls Hon
Shelby Davis Kaw
Kendal Owens Kaw
WMN
Brandi Davis Yam
Mandy Wegert Yam
Chris Blewett Kaw
Kim Kephart Yam
Kim Brown Suz
MINI BEG
Jesse DeArmon Hon
Chad Evans Suz
Justin Cheatham Hon
Billy Brown Suz
Ryan Chambless Kaw
MINI JR
Lee Sellers Suz
Brandi Davis Yam
Lee Stegall Hon
Shelby Davis Suz
Houston Thomas Suz
MINI SR
Johnny Marley Yam
Mike Odom Hon
Colt Humphrey Hon
Chris Davis Yam
Levi Humphrey Hon
MINI OUTLAW
Johnny Marley Yam
Mike Odom Hon
Colt Humphrey Hon
J.W. Patton Hon
Levi Humphrey Hon
125 BEG
Clayton Hincks Hon
Drew Newbauer Hon
Jody Lay Kaw
Josh Johnson Suz
Jarod Brown Hon
125 NOV
Heath Frazier Suz
Jason Baird Hon
Bucky Hopwood Hon
Jay Cheatham Suz
Gregg Catrambone Yam
125 INT
J.D. Bailey Hon
Johnny Jones Kaw
James Ford Hon
Adam Carroll Kaw
R.C. Schafer Suz
125 EX
Jason Owens Yam
Justin Wohletz Kaw
Kenny Bartram Suz
David Casada Hon
Robbie Reynard Hon
250 BEG
Scott Fried Yam
Kent Veldhuizen Hon
Karl Andrews Hon
Charles Rose Kaw
Joseph Briggs Yam
250 NOV
Shawn Stilwell Kaw
Sean Palmer Hon
Joey Baran Hon
Buddy Schlatter Yam
Ian Murphy Kaw
250 INT
John Wolf Suz
Mike Williams Suz
Dustin Taylor Hon
Roger Sparks Yam
Chris Shellenberger Yam
250 EX
Earl Kephart Yam
Jason Owens Yam
Justin Wohletz Kaw
Kenny Bartram Suz
Trey Owens Kaw
25+
Joey Baran Hon
Mike Williams Yam
Kendell Robertson Kaw
David Cain Suz
Robert Anderson Kaw
30+
Kevin Dunham Hon
Rodney Wilson Kaw
Mike Tollett Suz
Les Hamlin Suz
Malcolm Wood Yam
40+
Jim Thomas Yam
Skip Mitchell Hon
Joe Ruppert Yam
Roy Canard Kaw
OPEN OUTLAW
J.D. Bailey Hon
Heath Frazier Suz
James Ford Hon
Adam Carroll Kaw
R.C. Schafer Suz
VINT
Bill Walker Mai
Alvin Kephart Hus
Brett Bowles Hon
Bobby Bowles Hon
John Weaver Hus

Motocross
Village Creek Park
Fort Worth, TX
Oct. 19
By Claudine Cordray

INT
Travis Riley Kaw
Chris Piccola Hon
Ricky Moreno Hon
Shawn Mardis Kaw
Rusty McDowell Suz
125 NOV
Mark Thompson Hon
Mike Milliorn Suz
Brian Walker Kaw
Danny Looper Hon
Ryan St. Cyr Yam
80 JR
Brent Murphy Suz
Matt Lowrimore Kaw
Cody Dickey Suz
James Pino Kaw
Chris Rensink Kaw
80 SR
Chase Reed Kaw
Derek Kemp Suz
Mike Southerland Yam
Chad Davis Kaw
Macee Thompson Hon
50 STK
Joseph Marburger KTM
Dalton Campbell KTM
Jacob House KTM
Chelsey Smith Yam
Casey May Yam
125 BEG
Chad Fincher Hon
Brian Riggan Suz
Eddie Tincher Suz
Dusty Wynn Hon
James Monroe Suz
250 NOV
Jay Cox Kaw
Randy Malone Hon
Brian Walker Kaw
Stacy Hunter Kaw
Zack Stockton Kaw
25+
Douglas Hall Yam
Mac Bennett Suz
Barry Goetz Kaw
Tommy Dickey Hon
Ray Mahar Jr. Kaw
50 MOD
Elliot Garner KTM
Joseph Marburger KTM
Logan Melton LEM
Dalton Campbell KTM
Justin Dickey Yam
80 OPEN
Chase Reed Kaw
Derek Kemp Suz
Chad Davis Kaw
Steven Barreras Hon
Matt Lawrimupe Kaw
250 BEG
Terry Cunningham Kaw
Kevin Ruckdeschell Yam
Terry Goetz Kaw
Bobby Hogan Hon
Andy Echols Kaw
60
James Pino Kaw
Chris Rensink Kaw
Cody Dickey Kaw
Riley Kurosky Kaw
C.T. Dickey Kaw
125 OPEN
Mark Thompson Hon
Travis Riley Kaw
Ryan St. Cyr Yam
Kelly Cassels Kaw
Joe Bailey Kaw
80 BEG
Ray Mahar III Kaw
Eric Burnett Kaw
Justin Govensky Hon
Dusty Urbanousky Yam
Steven Barreras Hon
30+
Douglas Hall Yam
Steve McCombs Yam
Terry Goetz Kaw
Jeff Douglas Mai
Ray Arnold Hon
250 OPEN
Ryan Wallace Kaw
Shawn Mardis Kaw
Terry Cunningham Kaw
Randy Malone Hon
Mark Hughes Hon

Motocross
OK State C'ship
Round 7
Welch, OK
Oct. 20
By Jeannie Kephart

P/W STK
Trey Canard KTM
Levi Gilliam KTM
Jamie Siever KTM
Jacob Weaver LEM
Landin Boler KTM
P/W MOD
Levi Gilliam LEM
Shane Gray Yam
Josh Mullendore Yam
Trey Jones LEM
Jamie Siever KTM
MINI MINI
Craig Royse Kaw
Shelby Davis Kaw
Preston Hamilton Kaw
Michael Duran Kaw
Jake Leighty Kaw
WMN
Brandi Davis Yam
Mancy Wegert Yam
Melissa LaPierre Kaw
Chris Blewett Kaw
MINI BEG
Chad Evans Suz
Jesse DeArmon Yam
Chris Winkler Yam
Justin Cheatham Hon
Cody Cannon Yam
MINI JR
Lee Sellers Suz
Shelby Davis Kaw
Brandi Davis Yam
Stephen Simmoneau Hon
Bo Ralls Kaw
MINI SR
Colt Humphrey Hon
Levi Humphrey Hon
Mike Odom Hon
Jesse Ellis Yam
Christopher Davis Yam
MINI OUTLAW
Levi Humphrey Hon
Mike Odom Hon
Colt Humphrey Hon
Christopher Davis Yam
125 BEG
Steve Dennis Yam
Rustin Heflin Kaw
Jody Lay Kaw
Drew Newbauer Hon
Ryan Green Hon
125 NOV
Jason Baird Hon
Jay Cheatham Suz
Ray Ruppert Hon
Shawn Sinclair Hon
Dennis Hotson Suz
125 INT
J.D. Bailey Hon
Monte Frank Kaw
Johnny Jones Kaw
R.C. Shafer Suz
Rod Bell Kaw
125 EX
Robbie Reynard Hon
Andy Bowyer Kaw
Mark Morris Suz
Justin Wohletz Kaw
Trey Owens Kaw
250 BEG
Karl Andrews Hon
Dana Fisher Kaw
Michael Boeling Suz
Kent Veldhuizen Hon
Charles Rose Kaw
250 NOV
Terry Osborn Kaw
Shawn Stilwell Kaw
Andy Reynolds Suz
Sean Palmer Hon
Buddy Schlatter Yam
250 INT
Monte Frank Kaw
Roger Sparks Yam
Mike Williams Yam
Adam Carroll Kaw
John Wolf Suz
250 EX
Robbie Reynard Hon
Mark Morris Suz
Andy Bowyer Kaw
Trey Owens Kaw
Earl Kephart Yam
25+
Mark Morris Suz
Mike Williams Yam
Andy Reynolds Suz
Joey Baran Hon
Tony Allen Kaw
30+
Kevin Dunham Hon
Mitchell Sanders Kaw
Tod Hammock Kaw
Tony Plott Hon
Malcolm Wood Yam
40+
Fred Overstreet Yam
Kevin Young Hon
Joe Ruppert Yam
Clyde Shepherd Yam
Steve Stewart Hon
OPEN OUTLAW
J.D. Bailey Hon
Adam Carrol Kaw
R.C. Schafer Suz
John Wolf Suz
Brent Miller Hon
VINT
Earl Kephart Hus
Bill Walker Mai
Alvin Kephart Hon
Brett Bowles Mai
Clyde Shepherd Yam

Motocross
OK State C'ship
Series
Round 8
Stillwater, OK
Oct. 13
By Jeannie Kephart

P/W STK
Trey Jones LEM
Landon Boler Yam
Jacob Weaver Yam
Levi Gilliam KTM
Jamie Siever KTM
P/W MOD
Shane Gray Yam
Trey Canard LTM
Josh Mullendore Yam
Trey Jones LEM
Levi Gilliam LEM
MINI MINI
Shawn Cook Kaw
Randy Childers Kaw
Craig Royse Kaw
Bo Ralls Hon
Preston Hamilton Kaw
WMN
Brandi Davis Yam
Melissa LaPierre Kaw
Mandy Wegert Yam
Chris Blewett Kaw
Shannon Crabbs Kaw
MINI BEG
Chad Evans Suz
Jesse DeArmon Hon
Chris Winkler Kaw
Richard Yarber Kaw
Cody Cannon Yam
MINI JR
Kyle Motski
Joel Gallagher
Shawn Cook Yam
Randy Childers Hon
Lee Sellers Kaw
MINI SR
Johnny Marley Yam
Colt Humphrey Hon
Christopher Davis Yam
Josh Brychta Suz
Levi Humphrey Hon
MINI OUTLAW
Johnny Marley Yam
J.W. Patton Hon
Chad Cook Suz
Levi Humphrey Hon
Colt Humphrey Hon
125 BEG
Kevin Delling
Phillip Rape
Rustin Heflin Kaw
Clayton Hincks Hon
Kevin North
125 NOV
Heath Frazier Suz
Jay Cheatham Suz
Will Perry
Marshall Quade Hon
Matt Leach Suz
125 INT
J.D. Bailey Hon
Waylon Litchfield Hon
Monte Frank Kaw
Steven Manley Suz
Adam Carroll Kaw
125 EX
Robbie Reynard Hon
Trey Owens Kaw
Dennis Owens Kaw
Andy Bowyer Kaw
Casey Cole Hon
250 BEG
Kent Veldhuizen Hon
Scott Fried Yam
Charles Rose Kaw
Michael Boeling Suz
Karla Andrews Hon
250 NOV
Shawn Stilwell Kaw
Sean Palmer Hon
Joey Baran Hon
Ian Murphy Kaw
Ron Lee
250 INT
Jacob Martin
Monte Frank Kaw
Roger Sparks Yam
Adam Carroll Kaw
Jeremy Abney Yam
250 EX
Robbie Reynard Hon
Andy Bowyer Kaw
Trey Owens Kaw
Earl Kephart Yam
Jason Owens Hon
25+
Mike Williams Suz
Kendell Robertson Kaw
Joey Baran Hon
Danny Slanker
Tom Norris Hon
30+
Kevin Dunham Hon
Truitt Rogers
Craig Elder
Rodney Wilson Kaw
Mitchell Sanders Kaw
40+
Jim Thomas Yam
Robert Reynard Hon
Skip Mitchell Hon
Keith Gillespie
Roy Canard Kaw
OPEN OUTLAW
Heath Frazier Suz
J.D. Bailey Hon
Adam Carroll Kaw
Jeremy Abney Yam
Marshall Quade Hon
VINT
Bret Bowles Hon
Bobby Bowles Hon
Bill Walker Mai
Alvin Kephart Hus
John Weaver Hus

Motocross
NESC
Southwick, MA
Oct. 13

50
Ben Batchelder Cob
Dan Crotty Cob
Bruno Zielinski LEM
Ian Donaghy LEM
James Hillicoat Yam
65
William Healy Kaw
Brian Bagley Kaw
William DeCotis Kaw
Ryan DeRosiers Kaw
Ben Batchelder Kaw
85 C
Kevin Karbownik Yam
Brian Bagley Kaw
Ken Hood Hon
John Giantonio Kaw
Ryan Wood Suz
85 B
Luke Soroka Kaw
Tom Smith Suz
Joshua Rorrie Kaw
Justin Catanzaro Hon
Justin Thompson Suz
85 A
Matt Boron Kaw
Matt Francis Kaw
Russell Eldridge Hon
Matt Johnston Hon
Carl DeCotis Hon
125 YTH C
Mike Filiault Yam
John Cadarette Suz
Ryan McAteer Yam
Nicholas Gassnola Kaw
Mark Sypher Hon
125 YTH B
Shawn Russo Suz
Andrew Ballou Kaw
Mike McInerney Suz
Ed Artasimowicz Hon
Tim Koenig Hon
125 YTH A
Dan Pepoon Suz
Ryan O'Connell Kaw
Joshua Winchell Hon
Derek Salsbury Kaw
Andrew Neutether Suz
125 AM
Adam Nason Kaw
Jeff Doane Suz
Steve Harris Hon
Ed Artasimowicz Hon
Joshua Winchell Hon
200 AM
Matt Gronowicz Hon
Mark Cokely Yam
Hubert Rousseau Yam
DarrenWilder Suz
Eric Anthrop Hon
125 NOV
Gary Collette Hon
James Spaulding Hon
John Sherman Hon
Jeff Trez Suz
Ghislain Pereira Hon
200 NOV
Chad Golen Suz
James Madieros Hon
Ed Burdich Hon
Cedrick Clark Suz
Chris North Suz
30+ C
Larry Soullier Hon
George Nunes Hon
Carl Smith Suz
Robert Scott Hon
Mike Geary Suz
30+ A
Pat Barton Suz
William Dill Hon
Steve Griff Hon
Mark Freitas Suz
Gary Williams Kaw
30+ B
Mark Fleming Hon
Tom Ricardi Suz
Steve Ricardi Hon
Scott Fletcher Suz
Keith Ferguson Suz
35+ A
Jim Meenan Suz
Angelo Santaniello Hon
Mike DeGaetano Suz
Tom Ferriter KTM
Norman Herbert Yam
35+ B
David DeRosier Suz
Art Jefferson Suz
Doug Pomeroy Hon
Max Lawrence Hon
Robert Doyle Suz
40+
Jim Meenan Suz
Jack Weaver Suz
Ron Vincent Yam
Gary Mikalson Suz
John DiDomenico Hon
125 EX
Scott Carter Hon
Keith Johnson Kaw
Mike Treadwell Suz
Austin Squires Suz
Pat Barton Suz
200 EX
Keith Johnson Kaw
Scott Carter Hon
Mike Treadwell Suz
Jason Boron Kaw
Pat Barton Suz
40+ NON-EX
Max Lawrence Hon
Merle Monroe Yam
Robert Baer Kaw
Andy Luke Hon
David Benson Suz
105
Mike Gill Hon
Ken Hood Hon
Mat Bannach Suz
Joe Calvanese Hon
Adam Waddington Kaw

Motocross
AMA District 14
Morelands Moto Cross
Stanton, MI
October 12
By Jerry Smith

125 A
Kelly Smith Suz
125 B
Jamie Beckett Suz
Chris Wickline Yam
Brad Lowe Hon
125 C
Matt McCord Yam
Brandon Fritts Hon
Chad Remelts Yam
Jerry Cook Yam
Paul Ransler Suz
125 JR
Chris Wickline Yam
Brain Curtis Yam
Jerry Cook Yam
Corey Paulsell Yam
Kyle Kohler Kaw
16-24
Kelly Smith Suz
Matt Myers Hon
Ryan Dewey Hon
Jeff Vernon Kaw
Nicolas Gill Hon
25+
John Buono Kaw
David Kensington Suz
James Lapaugh Hon
James Buono Iii Kaw
William Vaun Hon
250 OPEN A
Kelly Smith Suz
John Buono Kaw
250 OPEN B
Tony Whitmore Yam
Scott Gibson Suz
Tim Beougher Suz
Jason Vienot Hon
Kevin Dewey Hon
250 OPEN C
Jay Mowl Suz
Matt Mccord Yam
Joe Yock Kaw
Russ Dombrowski Hon
Guy Sheridan Yam
30+
Scott Currie Hon
Don Weimer Jr. Kaw
Frederick Mervau Hon
Thomas Johnson Hon
35+
Scott Currie Hon
Daniel Chapel Yam
Brad Lowe Hon
Douglas Barrett Kaw
Thomas Johnson Hon
4-8 SGL
Jordan Dryer Hon
Chris Turner Yam
40+
William Harris Suz
Jeffrey Hill Hon
Martin Murphy Hon
Douglas Hilderbrant Kaw
Donald Trucks Yam
60
Nicholas Adams Kaw
Josh Lichtle Kaw
Marcus Shaver Kaw
Eric Miller Kaw
William Hicks Kaw
80 (12-15)
Kyle Kohler Yam
Randall Woodring Yam
Brain Curtis Yam
Corey Paulsell Yam
Ryan Ross Hon
80 (7-11)
Nicholas Adams Kaw
Billy Lichtle Yam
Kyle Rothgeb Suz
William Hicks Kaw
Billy Chappell Hon
80 C
Danny Beckett Jr. Hon
Joshua Pike Yam
Keegan Myers Hon
Scott Klomp Yam
Jon Logan Yam
NON-CUR
Darin Woodcock Yam
Paul Skrzypczak Kaw
David Yount Suz
Donald Trucks Kaw
P/W JR
Jeff Gokee KTM
Kurtis Lee KTM
Tyler Murray Lem
P/W SR
Josh Radi Cob
Jerry Plank III LEM

Motocross
AMA District 14
Morelands Moto Cross
Stanton, MI
October 13
By Jerry Smith

125 A
Kelly Smith Suz
125 B
Jamie Beckett Suz
Chris Wickline Yam
Bryce Drake Suz
William B
Butterworth Jr Hon
Justin Fields Hon
125 C
Chad Remelts Yam
Matt McCord Yam
Mark Gustafson Kaw
Ryan Nicho Kaw
Mike Morrone Hon
125 JR
Jamie Beckett Suz
Jason Vienot Suz
Chris Wickline Yam
Brandon Fritts Hon
Kyle Kohler Kaw
16-24
Matt Myers Hon
Jeff Vernon Kaw
Ryan Dewey Hon
Leroy Magoon Kaw
Jeremy Flett Yam
25+
Keith Pagel Yam
James Buono II Kaw
Mike Ferguson Yam
Doug Ferguson Hon
John Buono Kaw
250 OPEN A
Kelly Smith Suz
John Buono Kaw
250 OPEN B
Jason Vienot Hon
Michael Hansma Hon
Brian Parker Hon
250 OPEN B
Matt Mccord Yam
Jay Mowl Suz
Brad Sullivan Kaw
Russ Dombrowski
Scott Darling Hon
30+
Victor Edgar Suz
Shay Fisher Hon
James Lapaugh Hon
Frederick Mervau Hon
Andrew Kaplanowski Suz
35+
James Lapaugh Hon
Andrew Kaplanowski Suz
William Vaun Hon
Lawrence Castle Suz
William Sponhauer Yam
4-8 SINGLE
Michael Chapman Yam
Anthony Jennings Yam
Jordan Dryer Hon
Lucas Brunn Yam
Chris Turner Yam
40+
William Harris Suz
Steven Hugenell Sr. Yam
Jeffrey Hill Hon
Douglas Hilderbrant Kaw
Gary Chaffee Hon
50+
Robert Chapman Hon
60
Eric Baird Kaw
Kyle Rothgeb Kaw
Grant Moreland Kaw
William Hicks Kaw
Marc Manley Kaw
80 (12-15)
Joshua Woods Kaw
Randall Woodring Yam
Kyle Kohler Yam
Corey Paulsell Yam
Brian Curtis Yam
80 (7-11)
Nicholas Adams Kaw
Billy Lichtle Yam
Eric Baird Suz
Jerod Whipple Hon
Kyle Rothgeb Suz
80
Danny Beckett Jr. Hon
Jon Logan Yam
Tyler Wethington Kaw
Keegan Myers Hon
James Taylor Yam
NON-CUR
Paul Skrzypczak Kaw
Darin Woodcock Suz
James Cunningham Hon
Richard Laughlin Hon
Donald Trucks Kaw
P/W JR
Dominic Izzi KTM
Anthony Jennings KTM
P/W SR
Dan Baird Cob
Jerry Plank III LEM
VINT
Matt Brumm Hon

1996 Championship Point Standings

LEADERBOARD

WATARU YOSHIKAWA

ROAD RACING

500cc WORLD CHAMPIONSHIP
(After 15 of 15 rounds)

1. Michael Doohan (Hon), Australia (309/8 wins)
2. Alex Criville (Hon), Spain (245/2 wins)
3. Luca Cadalora (Hon), Italy (168/2 wins)
4. Alexandre Barros (Hon), Brazil (158)
5. Norifumi Abe (Yam), Japan (148/1 win)
6. Scott Russell (Suz), Alpharetta, GA (133)
7. Tadayuki Okada (Hon), Japan (132)
8. Carlos Checa (Hon), Spain (124)
9. Jean-Michel Bayle (Yam), France (110)
10. Loris Capirossi (Yam), Italy (98/1 win)

250cc WORLD CHAMPIONSHIP
(After 15 of 15 rounds)

1. Max Biaggi (Apr), Italy (274/9 wins)
2. Ralf Waldmann (Hon), Germany (268/4 wins)
3. Oliver Jacque (Hon), France (193/1 win)
4. Jurgen Fuchs (Hon), Germany (174)
5. Tohru Ukawa (Hon), Japan (142)
6. Luis d'Antin (Hon), Spain (138)
7. Nobuatso Aoki (Hon), Japan (105)
8. Tetsuya Harada (Yam), Japan (104/1 win)
9. J.P. Ruggia (Hon), France (91)
10. Luca Boscoscuro (Apr), Italy (62)

125cc WORLD CHAMPIONSHIP
(After 15 of 15 rounds)

1. Haruchika Aoki (Hon), Japan (220/2 wins)
2. Masaki Tokudome (Apr), Italy (193/4 wins)
3. Tomomi Manako (Hon), Japan (167/1 win)
4. Emilio Alzamora (Apr), Italy (158/1 win)
5. Jorge Martinez (Apr), Spain (131)
6. Stefano Perugini (Apr), Italy (128/3 wins)
7. Noboru Ueda (Hon), Japan (126)
8. Kazuto Sakata (Apr), Japan (113)
9. Valentino Rossi (Apr), Italy (111/1 win)
10. Ivan Goi (Hon), Germany (110/1 win)

WORLD SUPERBIKE CHAMPIONSHIP
(After 12 of 12 rounds)

1. Troy Corser (Duc), Australia (369/7 wins)
1. Aaron Slight (Hon), New Zealand (347/1 win)
3. John Kocinski (Duc), Modesto, CA (337/5 wins)
4. Carl Fogarty (Hon), Great Britain (331/4 wins)
5. Colin Edwards II (Yam), Conroe, TX (248)
6. Pier-Francesco Chili (Duc), Italy (223/2 win)
7. Simon Crafar (Kaw), New Zealand (180)
8. Anthony Gobert (Kaw), Australia (167/1 win)
9. Wataru Yoshikawa (Yam), Japan (163/1 win)
10. Neil Hodgson (Duc), Great Britain (122)

AMA SUPERBIKE SERIES
(After 10 of 10 rounds)

1. Doug Chandler (Kaw), Salinas, CA (287/2 wins)
2. Miguel DuHamel (Hon), Canada (252/4 wins)
3. Tom Kipp (Yam), Chardon, OH (258)
4. Matt Mladin (Suz), Australia (257)
5. Pascal Picotte (Suz), Canada (243/1 win)
6. Aaron Yates (Suz), Milledgeville, GA (210/1 win)
7. Larry Pegram (Duc), Baltimore, OH (198)
8. Shawn Higbee (Duc), Redondo Beach, CA (182)
9. Thomas Wilson (H-D), Oregon, OH (179)
10. Steve Crevier (Hon), Canada (173)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 11 of 11 rounds)

1. Miguel DuHamel (Hon), Canada (360/5 wins)
2. Thomas Stevens (Kaw), Sanibel Island, FL (296/1 win)
3. Gerald Rothman Jr. (Hon), Manchester, CT (282/1 win)
4. Ben Bostrom (Hon), Redondo Beach, CA (275)
5. Doug Toland (Hon), Buena Park, CA (270)
6. Andrew Stroud (Hon), New Zealand (264/1 win)
7. Matt Wait (Hon), Lodi, CA (230)
8. Steve Crevier (Hon), Canada (204)
9. Mike Smith (Kaw), Canton, GA (193/1 win)
   Jason Pridmore (Kaw), Ventura, CA (193)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 10 of 10 rounds)

1. Aaron Yates (Suz), Milledgeville, GA (332/5 wins)
2. Pascal Picotte (Suz), Canada (324/4 wins)
3. Michael Barnes (Suz), Boca Raton, FL (284/1 win)
4. Mark McDaniel (Suz), Santa Rosa, CA (276)
5. Jim Leslie (Suz), Ridgefield, CT (217)
6. Mark Miller (Suz), Long Beach, CA (213)
7. Mark Black (Suz), Austin, TX (182)
8. James Randolph (Suz), Santa Rosa, CA (170)
9. Dale Keiffer (Suz), Las Vegas, NV (158)
10. Dax Snow (Suz), Las Vegas, NV (155)

AMA 250cc GRAND PRIX SERIES
(After 10 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (360/10 wins)
2. Randy Renfrow (Hon), Fredericksburg, VA (290)
3. Kristian Kaas (Yam), Paramount, CA (283)
4. Mark Foster (Yam), San Juan Capistrano, CA (259)
5. Perry Melneciuc (Hon), Lehigh Acres, FL (219)
6. Bobby Keith (Yam), Redwood City, CA (218)
7. Cliff Tolley (Yam), Long Beach, CA (206)
8. Roland Sands (Yam), Long Beach, CA (199)
9. John France (Hon), Melbourne, FL (167)
10. Jason Roth (Yam), Dublin, CA (171)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES
(After 11 of 11 rounds)

1. Matt Wait, Lodi, CA (351/5 wins)
2. Ben Bostrom, Redondo Beach, CA (348/5 wins)
3. Dave Estok, Daytona Beach, FL (287/1 win)
4. Mark Black, Austin, TX (235)
5. Brian Gibbs, Stockbridge, GA (207)
6. Hikaru Miyagi, Newport Beach, CA (198)
   Eric Bostrom, Marina Del Rey, CA (198)
8. Lance Jones, St. Louis, Missiouri (177)
9. Nate Wait, Lodi, CA (175)
10. Stephen Vlasblom, Las Vegas, NV (174)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES
(After 15 of 15 rounds)

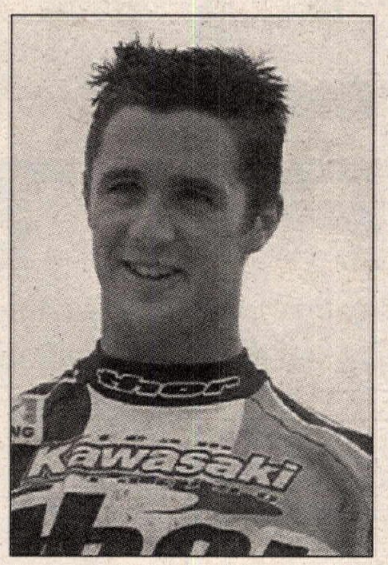
1. Jeremy McGrath (Hon), Canyon Lake, CA (372/14 wins)
2. Jeff Emig (Kaw), Riverside, CA (240/1 win)
3. Ezra Lusk (Suz), Bainbridge, GA (215)
4. Ryan Hughes (Kaw), Escondido, CA (202)
   Phil Lawrence (Kaw), Menifee, CA (202)
6. Mike LaRocco (Suz), South Bend, IN (200)
7. Damon Bradshaw (Yam), Mooresville, NC (187)
8. Larry Ward (Hon), Florence, SC (178)
9. Damon Huffman (Kaw), Acton, CA (172)
10. Brian Swink (Hon), Reddick, FL (156)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 11 of 11 rounds)

1. Mickael Pichon (Kaw), France (232/6 wins)
2. John Dowd (Yam), Chicopee, MA (207/2 wins)
3. Nathan Ramsey (Suz), Hixson, TN (162)
4. Scott Sheak (Suz), Hudson, NY (137)
5. Brian Deegan (Hon), Bellevue, NE (136)
6. Tim Ferry (Suz), Palm Harbor, FL (128)
7. Cory Keeney (Yam), Oakdale, MN (109)
8. Davey Yezek (Suz), Mount Pleasant, PA (106)
9. Barry Carsten (Suz), Bayville, NJ (90)
10. Shaun Perolio (Kaw), Tampa, FL (79)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (170/6 wins)
2. James Dobb (Suz), Corona, CA (127)
3. Kim Ashkenazi (Hon), Australia (99)
4. Greg Schnell (Suz), Cucamonga, CA (97)
5. Mike Brandes (Suz), Ukiah, CA (89)
6. Casey Johnson (Kaw), Hesperia, CA (85)
7. Pedro Gonzalez (Hon), Mexico (73)
8. Jeff Willoh (Hon), Glendale, CA (58/1 win)
9. David Pingree (Kaw), Menifee, CA (52)
10. David Vuillemin (Kaw), France (45)



JEFF EMIG

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES
(After 13 of 13 rounds)

1. Jeff Emig (Kaw), Riverside, CA (566/4 wins)
2. Jeremy McGrath (Hon), Canyon Lake, CA (556/7 wins)
3. Mike LaRocco (Suz), South Bend, IN (428/1 win)
4. Greg Albertyn (Suz), Corona, CA (403/1 win)
5. Larry Ward (Hon), Florence, SC (350)
6. Kyle Lewis (Yam), Rosamond, CA (306)
7. Brian Swink (Hon), Reddick, FL (300)
8. Ryan Hughes (Kaw), Escondido, CA (297)
   Damon Bradshaw (Yam), Mooresville, NC (297)
10. Jimmy Button (Yam), Phoenix, AZ (272)

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES
(After 13 of 13 rounds)

1. Steve Lamson (Hon), Riverside, CA (584/9 wins)
2. Kevin Windham (Yam), Baton Rouge, LA (455/4 wins)
3. John Dowd (Yam), Chicopee, MA (439)
4. Buddy Antunez (Kaw), Moreno Valley, CA (301)
5. Mike Craig (Hon), Lakeside, CA (299)
6. Tim Ferry (Suz), Palm Harbor, FL (271)
7. Ezra Lusk (Suz), Bainbridge, Ga (259)
8. Robbie Reynard (Hon), Norman, OK (244)
   Chad Pederson (Kaw), Fort Dodge, IA (244)
10. James Dobb (Suz), Corona, CA (243)

AMA PJ1 NATIONAL ARENACROSS SERIES
(After 2 of 26 rounds)

1. Cliff Palmer (Suz), Oklahoma City, OK (78)
2. Chad Pederson (Yam), Ft. Dodge, IA (71)
3. Buddy Antunez (Hon), Moreno Valley, CA (62)
4. Denny Stephenson (Hon), Omaha, NE (55)
5. Jimmy Gaddis (Kaw), Las Vegas, NV (51)
6. Grayson Goodman (Suz), Plano, TX (43)
7. Jeromy Buehl (Yam), London, OH (41)
8. Andy Bowyer (Kaw), Emporia, KS (40)
9. Cory Keeney (Yam), St. Paul, MN (35)
10. Shawn Morgan (Kaw), Colorado Springs, CO (33)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 21 of 21 rounds)

1. Scott Parker (H-D), Swartz Creek, MI (309/6 wins)
2. Kevin Atherton (H-D), White Pigeon, MI (294/5 wins)
3. Will Davis (H-D), Goldsboro, NC (266/3 wins)
4. Joe Kopp (H-D), Mica, WA (247)
5. Steve Morehead (H-D), Findlay, OH (223/1 win)
6. Rich King (Hon), Waterloo, IA (211/1 win)
7. David Camlin (H-D), Rock Island, IL (205/2 wins)
8. Kevin Varnes (Hon), Pottstown, PA (153)
9. Brett Landes (Hon), Los Gatos, CA (139)
10. Jay Springsteen (H-D), Lapeer, MI (127)

GREG ZITTERKOPF

AMA 883cc NATIONAL CHAMPIONSHIP SERIES
(After 11 of 11 Rounds)

1. Eric Bostrum (H-D), Marina Del Ray, CA (149/4 wins)
2. Georgie Price IV (H-D), Sicklerville, NJ (133/1 win)
3. Mike Hacker (H-D), Prince George, VA (127/2 wins)
4. Jess Roeder (H-D), Monroeville, OH (119/1 win)
5. J.R. Schnabel (H-D), West Bend, WI (117/1 win)
6. Robert Miller (H-D), New Holland, PA (87/1 win)
7. Johnny Murphree (H-D), Paso Robles, CA (83)
8. Scott Stump (H-D), Marion, OH (79)
9. Jay Springsteen (H-D), Lapeer, MI (73)
10. Jason Fletcher (H-D), Gaylordsville, CT (72)

AMA 600cc NATIONAL CHAMPIONSHIP SERIES
(After 3 of 3 rounds)

1. Brett Landes (Rtx), Los Gatos, CA (46)
2. Andy Tresser (W-R), Redwood City, CA (42/1 win)
3. Dan Stanley (Rtx), Bellingham, WA (29)
4. Mickey Fay (Rtx), Spanaway, WA (28)
5. Davey Camlin (Rtx), Rock Island, IL (26)
6. Kevin Varnes (Rtx), Pottstown, PA (23/1 win)
   Steve Morehead (Rtx), Findlay, OH (23/1 win)
   Georgie Price IV (Rtx), Sicklerville, NJ (23)
   Charlie Orr (Rtx), Dallas, TX (23)
10. J.P. Simonsen (Hon), Mukitteo, WA (19)

SPEEDWAY WORLD INDIVIDUAL CHAMPIONSHIP SERIES
(After 6 of 6 rounds)

1. Billy Hamill (GM), Monrovia, CA (113/2 wins)
2. Hans Nielsen (Jaw), Denmark (111/2 wins)
3. Greg Hancock (GM), Costa Mesa, CA (88)
4. Tony Rickardsson (Jaw), Sweden (86)
5. Henrik Gustafsson (GM), Sweden (80)
6. Peter Karlson (GM), Denmark (62)
7. Mark Loram (Jaw), Great Britain (58)
8. Chris Louis (GM), Great Britain (54)
9. Sam Ermolenko (GM), Cypress, CA (52)
10. Jason Crump (GM), Australia (45/1 win)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 9 of 9 rounds)

1. Randy Hawkins (Suz), Travelers Rest, SC (184/4 wins)
2. Ty Davis (Kaw), Hesperia, CA (182/4 wins)
3. Michael Lafferty (KTM), Millville, NJ (146)
4. Kevin Hines (CRE), East Wareham, MA (107)
5. Steve Hatch (Suz), Ithaca, NY (103/1 win)
6. Matt Stavish (KTM), Blaine, MN (83)
7. Kevin Bennett (Kaw), Millville, NJ (69)
8. Tim Taber (Hon), Moline, IL (58)
9. Kelly Getz (Kaw), Edinburg, IL (48)
10. Brad Sells (KTM), Lancaster, OH (44)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 6 of 7 rounds)

1. Greg Zitterkopf (Kaw), Chino, CA (154/3 win)*
2. Paul Krause (Kaw), Irvine, CA (117)
3. Ty Davis (Kaw), Hesperia, CA (90/3 wins)
4. Johnny Campbell (Hon), San Juan Capistrano, CA (88)
5. Destry Abbott (KTM), Phoenix, AZ (86)
6. Jeff Capt (Hon), Glendora, CA (81)
7. Donnie Book (Kaw), Gypsum, CO (69)
8. Abe Baumann (Kaw), Garden Grove, CA (67)
9. Steve Hengeveld (Kaw), Phelan, CA (51)
10. Brian Brown (Kaw), Nampa, ID (46)

*clinched championship

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 7 of 8 rounds)

1. Rodney Smith (Suz), Oakley, CA (176/3 wins)*
2. Jason Dahners (KTM), Redmond, WA (127)
3. Steve Hatch (Suz), Ithaca, NY (121)
4. Scott Plessinger (KTM), Hamilton, OH (81/2 wins)
5. Eric Mashbir (Hon), Oakland, CA (69)
6. Brian Garrahan (Kaw), Boulder Creek, CA (67)
7. Rob Kopp (Kaw), Mica, WA (54)
8. Blair Bersano (Kaw), Pinconning, MI (48)
9. Leigh Lettelier (KTM), Bonner Springs, KS (43)
10. Duane Conner (Yam), Washington, PA (39)

*clinched championship

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 13 of 13 rounds)

1. Scott Summers (Hon), Petersburg, KY (157/6 wins)
2. Scott Plessinger (KTM), Hamilton, OH (154/3 wins)
3. Steve Hatch (Suz), Ithaca, NY (150/2 wins)
4. Duane Conner (Yam), Washington, PA (139)
5. Fred Andrews (Yam), Salem, OH (137/1 win)
6. Doug Blackwell (Yam), Parkersburg, WV (131)
7. Randy Hawkins (Suz), Travelers Rest, SC (124)
8. Rodney Smith (Suz), Oakley, CA (117/1 win)
9. Frank Keegan (Yam), Canonsburg, PA (114)
10. Jason Dahners (KTM), Redmond, WA (104)

AMA/NATC NATIONAL TRIALS SERIES
(After 9 of 9 rounds)

1. Geoff Aaron (Bet), Redding, CT (249/7 wins)
2. Ryan Young (G-G), Lexington, KY (215/1 win)
3. Raymond Peters (Sco), Moreland, NY (155)
4. Mark Manniko (G-G), Aurora, CO (148/1 win)
5. Jess Kempkes (G-G), Lincoln, NE (146)
6. Lonny Halsted (Bet), Clackamus, OR (144)
7. Ryon Bell (G-G), Canada (132)
8. Matt Moore (G-G), Sapulpa, OK (123)
9. Dennis Sweeten (Bet), Salem, OR (108)
10. John Clark (G-G) (77)

WORLD CHAMPIONSHIP OBSERVED TRIALS SERIES
(After 10 of 10 rounds)

1. Marc Colomer (Mon), Spain (179/5 wins)
2. Dougie Lampkin (Bet), Great Britain (162/2 wins)
3. Jordi Tarres (G-G), Spain (156/3 wins)
4. Kenichi Kuroyama (Bet), Japan (120)
5. Bruno Camozzi (G-G), Italy (94)
6. Amos Bilbao (G-G), Spain (69)
7. Takahisa Fujinami (Hon), Japan (67)
   Tommi Ahvala (Fan), Finland (67)
9. Graham Jarvis (Sco), Great Britain (55)
10. Marcel Justribo (Bet), Spain (53)

GREG HANCOCK

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Saturday Night, March 8, 1997

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
4/13 Shah Alam, Malaysia, Rnd 1
4/20 Suzuka, Japan, Rnd 2
5/4 Jerez de la Frontera, Spain, Rnd 3
5/18 Mugello, Italy, Rnd 4
6/1 Osterreichring, Austria, Rnd 5
6/8 Paul Ricard, France, Rnd 6
6/28 Assen, Holland, Rnd 7
7/6 Imola, Italy, Rnd 8
7/20 Nurburgring, Germany, Rnd 9
8/3 TBA, Rnd 10
8/17 Dorington Park, Great Britain, Rnd 11
8/31 Brno, Czech Republic, Rnd 12
9/14 Catalunya, Spain, Rnd 13
9/28 Sentul, Indonesia, Rnd 14
10/12 Phillip Island, Australia, Rnd 15

World Superbike Championship Series
3/23 Phillip Island, Australia, Rnd 1
4/6 TBA, Rnd 2
4/20 Misano, Italy, Rnd 3
5/4 Donington Park, Great Britain, Rnd 4
5/25 TBA, Rnd 5
6/8 TBA, Rnd 6
6/22 Monza, Italy, Rnd 7
7/13 Laguna Seca, California-USA, Rnd 8
8/3 Brands Hatch, England, Rnd 9
8/17 Osterreichring, Austria, Rnd 10
8/31 Assen, Holland, Rnd 11
9/21 Albacete, Spain, Rnd 12
10/5 Sugo, Japan, Rnd 13
10/12 Sentul, Indonesia, Rnd 14

World Endurance Road Race Series
4/12-13 Le Mans, France, Rnd 1
7/12-13 Spa, Belgium, Rnd 2
7/27 Suzuka, Japan, Rnd 3
9/20-21 Bol d'Or, France, Rnd 4

World Championship Trials Series
4/6 Spain, Rnd 1
4/13 Luxembourg, Rnd 2
5/18 Belgium, Rnd 3
5/25 San Marino/Italy, Rnd 4
6/22 France, Rnd 5
6/29 Italy, Rnd 6
7/13 Andorra, Rnd 7
7/27 United States, Rnd 8
8/31 Czech Republic, Rnd 9
9/7 Germany, Rnd 10

World Cup Indoor Trials Series
11/24/96 Torino, Italy
1/4 Sheffield, Great Britain
1/11 Koblenz, Germany
1/17 Toulouse, France
2/8 Barcelona, Spain
3/1 Andorra, Andorra
3/8 Helsinki, Finland
3/15 Paris/Bercy, France
3/16 Madrid, Spain
3/21 Monaco

Trials des Nations
9/28 Great Britain

Enduro World Championship Series
4/5-6 Guadalajara, Spain
4/12-13 Figueira da Foz, Portugal
5/10-11 Semily, Czech Republic
5/17-18 Puy-en-Velay, France
6/7-8 Belo Horizonte, Brazil
6/13-14 Belo Horizonte, Brazil
7/19-20 Hassleholm, Sweden
7/26-27 Riihimaki, Finland

International Six Day Enduro/ISDE
8/19-24 Brescia, Italy

World Championship 500cc Motocross Series
3/23 Lommel, Belgium, Rnd 1
4/6 Castiglione L., Italy, Rnd 2
4/20 Sittendorf, Austria, Rnd 3
4/27 Payerne, Soviet Union, Rnd 4
6/1 Jinin, Czech Republic, Rnd 5
6/8 Halle, Netherlands, Rnd 6
6/29 Udevalla, Sweden, Rnd 7
7/6 Farleigh C., Great Britain, Rnd 8
7/20 Laguepie, France, Rnd 9
8/3 Namur, Belgium, Rnd 10
8/10 Bockholtz, Luxembourg, Rnd 11
8/24 Holzgerlingen, Germany, Rnd 12

World Championship 250cc Motocross Series
3/16 Talavera, Spain, Rnd 1
3/23 Agueda, Portugal, Rnd 2
4/13 Valkenswaard, Netherlands, Rnd 3
4/20 Cingoli, Italy, Rnd 4
5/4 Brou, France, Rnd 5
5/11 Loket, Czech Republic, Rnd 6
5/25 Foxhill, Great Britain, Rnd 7
6/8 Borgo Mag, Italy, Rnd 8
6/22 Kester, Belgium, Rnd 9
7/6 B. Horizonte, Brazil, Rnd 10
7/13 Maracay, Venezuela, Rnd 11
8/3 Jogyakarta, Indonesia, Rnd 12
8/17 Gdynia, Poland, Rnd 13
8/31 Roggenburg, Soviet Union, Rnd 14
9/7 Gaildorf, Germany, Rnd 15

World Championship 125cc Motocross Series
3/23 Jogyakarta, Indonesia, Rnd 1
4/13 Pernes, France, Rnd 2
4/20 Bellpuig, Spain, Rnd 3
5/4 Schwanenstadt, Austria, Rnd 4
5/11 Maggiora, Italy, Rnd 5
5/25 Foxhill, Great Britain, Rnd 6
6/1 Orehova Vas, Slovenia, Rnd 7
6/22 Gerstetten, Germany, Rnd 8
7/13 Vantaa, Finland, Rnd 9
8/10 Velke Uherce, Slovakia, Rnd 10
8/17 Neeroeteren, Belgium, Rnd 11
8/31 Lierop, Netherlands, Rnd 12
Motocross des Nations, Rnd 13
9/14 Nismes, Belgium, Rnd 14

Supercross World Championship Series
10/19 TBA, Rnd 1
10/26 Tokyo, Japan, Rnd 2
11/2 Osaka, Japan, Rnd 3
11/7-8-9 Paris-Bercy, France, Rnd 4
11/16 Barcelona, Spain, Rnd 5
11/23 TBA, Rnd 6
12/5-6 Geneve, Soviet Union, Rnd 7

World Championship Speedway Qualifier Series
5/4 Ljubljana, Slovenia
5/4 Terenzano, Italy
5/4 Czestochowa, Poland
5/19 Abensberg, Germany
6/7 Hyvinkaa, Finland
6/8 Pocking, Germany
6/8 St Johann, Austria
7/27 Vastervik, Sweden
7/27 Lonigo, Italy

World Championship Individual Speedway Grand Prix Series
5/17 Prague, Czech Republic
6/14 Linkoping, Sweden
7/5 Landshut, Germany
8/9 Coventry, Great Britain
8/30 Wroclaw, Poland
9/20 Vojens, Denmark
10/5 Neustadt, Austria

World Championship Team Speedway
6/21 Krsko, Slovenia
8/24 Debrecen, Hungary
9/14 Pila, Poland

AMA Superbike Series
2/14-16 Phoenix, AZ, Rnd 1
3/5-9 Daytona Beach, FL, Rnd 2
3/21-23 TBA, Rnd 3
4/18-20 Monterey, CA, Rnd 4
5/16-18 Homestead, FL, Rnd 5
6/6-8 Elk Hart Lake, WI, Rnd 6
6/13-15 Loudon, NH, Rnd 7
6/27-29 Brainerd, MN, Rnd 8
7/18-20 Lexington, OH, Rnd 9
8/15-17 Colorado Springs, CO, Rnd 10
8/29-31 Sonoma, CA, Rnd 11
9/19-21 TBA, Rnd 12
10/3-5 Las Vegas, NV, Rnd 13

AMA Supercross Series
1/11 Los Angeles, CA, Rnd 1
1/18 Los Angeles, CA, Rnd 2
1/25 Tempe, AZ, Rnd 3
2/1 Seattle, WA, Rnd 4
2/15 Indianapolis, IN, Rnd 5
2/22 Atlanta, GA, Rnd 6
3/8 Daytona, FL, Rnd 7
3/15 Minneapolis, MN, Rnd 8
3/22 Houston, TX, Rnd 9
3/29 Orlando, FL, Rnd 10
4/5 St. Louis, MO, Rnd 11
4/12 Pontiac, MI, Rnd 12
4/19 Charlotte, NC, Rnd 13
4/26 Dallas, TX, Rnd 14
5/17 Las Vegas, NV, Rnd 15

AMA PJ1 National Arenacross Series
11/8-10 Albany, NY
11/15-17 Philadelphia, PA
11/22-24 Memphis, TN
12/6-8 Rockford, IL
1/3-5 Ft. Worth, TX
1/10-12 Guthrie, OK
1/17-19 Niagara Falls, NY
1/24-26 New Haven, CT
1/31-2/2 Winston-Salem, NC
2/7-9 Milwaukee, WI
2/14-16 Cincinnati, OH
2/21-23 Denver, CO
Info 817/246-7400

AMA 25th Annual Winter National Olympics, Gatorback Cycle Park
11/25 Gainesville, Florida
11/26-27 Gainesville, Florida
11/28-29 Gainesville, Florida
11/30 Gainesville, Florida
Info World Sports 813/578-1776

AMA Pirelli/KTM/Answer/MSR Mid South Winter Hare Scrambles Series
11/17 Hohenwald, TN
12/8 Lynneville, IN
12/15 Fordsville, KY
1/12 Reelfoot, TN
1/26 Lawrenceburg, TN
2/9 Loretta Lynns Ranch - Waverly, TN
2/23 Ashland City, TN
3/16 Bucksnort, TN
3/23 Cadiz, KY
Info 615/859-0873

AMA/Suzuki National Dual Sport Trail Ride Series
11/29-30 Los Angeles, CA

AMA National Dual Sport Trail Ride Series
2/8-9 Laughlin, NV
4/19-20 New Waverly, TX
5/3-4 Hurricane Mills, TN
5/17-18 Millfield, OH
5/31-6/1 Mill Hall, PA
6/7-8 St. Charles, MO
6/7-8 Lake Isabella, CA
6/7-8 Loudon, NH
6/21-22 Renfro Valley, KY
7/6-11 Redding, CA
7/12-13 Brightwood, OR
7/19-20 Davis, WV to VA
7/27-8/1 Newberry, MI
8/23-24 Columbus, IN
9/6-7 Golden Pond, KY
9/10-13 Steamboat Springs, CO
9/13-14 Elizabeth, WV
9/27-28 Phoenix, AZ
10/4-5 St. George, UT
10/4-5 Mt. Solon, VA
10/11-12 Angels Camp, Ca
10/18-19 McArthur, OH
11/28-29 Los Angeles/B.V, CA

Championship Cup Series
Florida Region
12/1 Homestead, FL
Southwest Region
11/9-10 Las Vegas, NV
11/30-12/1Phoenix, AZ

AHRMA Texas/Southwest Fall Series
11/10 Hillsboro, TX
11/24 Tyler, TX
12/8 Houston, TX
Info 713/497-3366

NETRA Championship Hare Scrambles Series
11/10 Cheshire County, NH

Best in the Desert Silver State Series
12/7 Laughlin, NV
Info 702/457-5775

SERA Hare Scrambles Series
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

NMRA Drag Race Series
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

LaPlaya Grand Prix MX Series
12/8 Rosarito, BC, Mex.
Info 011-52-661-22525

No. Calif. Mini Road Racing Assn. C'ship Series
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

AMA/District 37 Grand Prix Series
11/9-10 Gorman, CA

U.S. Central Trials Regionals
11/16-17 Pampa, TX, Round 4
Info 918/224-0020

KORR Hare Scrambles Championship Series
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

Professional/Expert
Fri & Sat 7:30pm
Youth/Amateur
Sun 2:00pm

PJ1 NATIONAL ARENACROSS Series

DA$H FOR CA$H

www.arenacross.com

FEATURING:
Jimmy Gaddis
Jeromy Buehl
Mike Jones
Chad Pederson
Cliff Palmer
Grayson Goodman
Denny Stephenson
Todd DeHoop
Buddy Antunez
& 100's more.

$100,000.00 Point Fund Plus Contingency

DONT MISS THE JUMP OFF CONTEST

AMA SANCTIONED

NOVEMBER
1-3 Memorial Center Des Moines, IA
8-10 Knickerbocker Arena Albany, NY
15-17 Corestates Spectrum Philadelphia, PA
22-24 Shelby Farms Arena Memphis, TN
DECEMBER
6-8 MetroCentre Rockford, IL
JANUARY
3-5 Will Rogers Coliseum Ft. Worth, TX
In conjunction with D/FW Motorcycle Expo
10-12 Lazy E Arena Guthrie, OK
17-19 New Haven Coliseum New Haven, CT
24-26 Niagara Falls Arena Niagara Falls, NY
FEBRUARY
31-2 LJVM Coliseum Winston-Salem, NC
7-9 Wisconsin Center Arena Milwaukee, WI
14-16 Riverfront Coliseum Cincinnati, OH
In conjunction: Dealernews Powersports Expo
21-23 Denver Coliseum Denver, CO

ANSWER · MSR · PJ1 Racing Oils Plus · Motion Pro · UNI Air Filters · SCOTT · Mechanix · DUNLOP Simply the best for your bike. · SHIRT WERK · WISECO · RRP · ION · REGINA Chain · COMETIC Gaskets · ACCEL · SHOEI · PRO CIRCUIT We Race. · sbs

MIKE KIDD PROMOTIONS INC
Entry Forms/Ticket Info: (817) 246-7400

Over The Hill Gang
The Ultimate 30+ Vet MX Club
South MX National
5th and Final Round of the O.T.H.G. National Championship
November 16-17
L.A. County Raceway, Palmdale, CA

Race Tech	Bert's The Motorcycle Mall	Ceet Racing
Krause Racing	Too-Tech Suspension	Sprocket Specialists
FMF	Mid Cities Honda Kawasaki	Cryolabs
Honda	Pro-Valve	Competitive Enterprises

150% Pro Payback
For More Information Call (310) 864-6875

CRC California Race Schedule
100% PRO PAYBACK

Sun., Nov. 10	CRC - MX	L.A.C.R.
Sat., Nov. 16	OTHG Nationals - MX	L.A.C.R.
Sun., Nov. 17	OTHG Nationals - MX	L.A.C.R.
Sun., Nov. 17	Sponsorship Series - MX	Glen Helen
Sun., Nov. 24	Sponsorship Series - MX	L.A.C.R.

Saturday Practice 9:00 a.m. - 2:00 p.m.
CRC Info (805) 272-8889

$$ CASH PAID $$
USED STREET BIKES
BERT'S MOTORCYCLES
818-334-1288 / 818-334-2926

What's happening?
Cycle News Calendar.

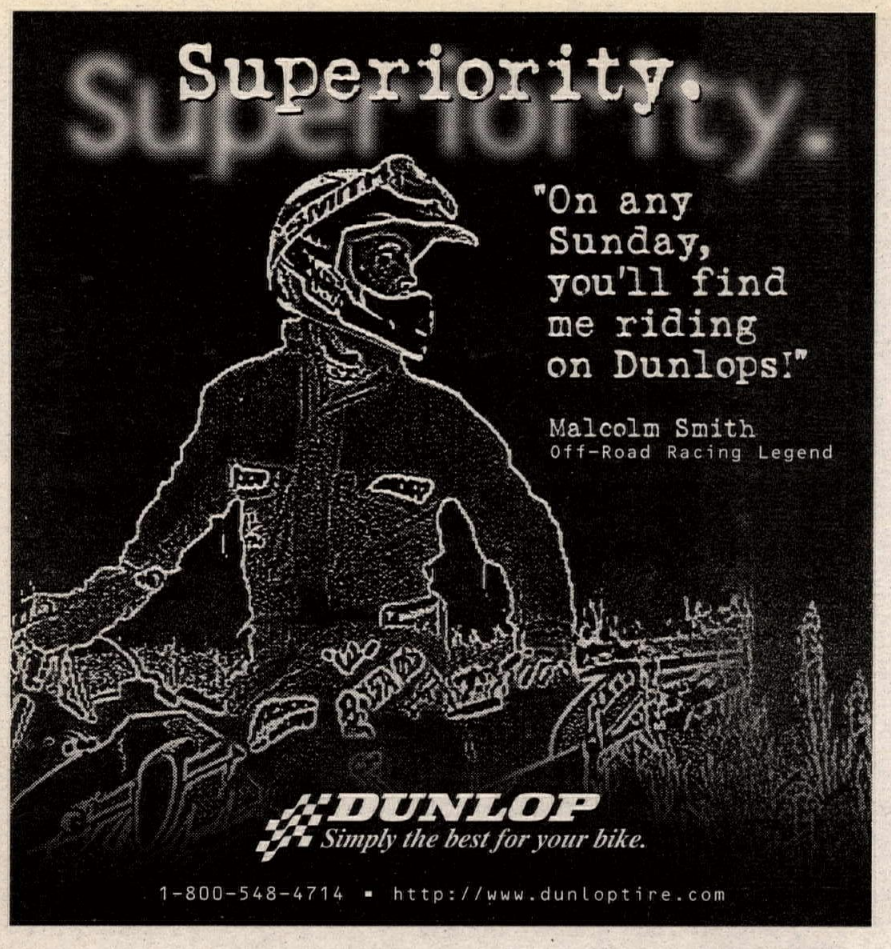
(209) 673-8080
GFI Racing North
O'Neal Central California Championship MX Series

Sunday, November 10	Hanford, CA
Sunday, November 17	Tulare, CA
Sunday, November 24	Madera, CA

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(310) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

GFI RACING (909) 653-4042
A Rider For the Riders

Sat., Nov. 2	GFI Saturday Practice (8am-1pm)	Perris
Sun., Nov. 3	Elsinore Gran Prix Warm Up	Perris
Wed., Nov. 6	GFI Wednesday Practice (Noon - Dusk)	Perris
Fri., - Mon. Nov. 8-11	GFI Elsinore Extravaganza and Elsinore Gran Prix	Elsinore



STARWEST SUPERCROSS PARK
(909) 943-4535
(909) 657-8845

SATURDAY NIGHT RACING
Practice 5:00 pm Race 6:00 pm
Race classes for all levels.

Sat., Nov. 9 Saturday Night MX
Sat., Nov. 16 Turkey Bowl MX

SEPARATE PEE WEE TRACK
Located 3 Miles East of 215 Freeway
On Ramona Expressway at the Lake Perris Fairgrounds

Open Riding Practice
Tuesday & Thursday Nights
Motorcycle Only!
4:30 pm - 9:30 pm

New! Wednesday Nights
Minis Only!
4:30 pm - 9:30 pm

Saturday Mornings
All Bikes
9:00 am - 2:00 pm
Sessions for Minis!
Pee Wee Track Always Open!

CRC DG John Burr Cycles Montclair Yamaha

Come race and have fun in a more rider-friendly atmosphere

So Cal Vintage Racing Club presents
The 1st Annual Vintage MX Winter Nationals
Sunday., December 15 – L.A. County Raceway, Palmdale, CA

See past Legends like Scott Burnsworth, Gary Denton, David Taylor, Tim Nash, Dan Berg, Eric Casas and many others battle in the Bomber Pro Class.
100% Pro Payback in the Bomber Pro Class

ALSO ON Saturday, December 14 there will be a Vintage and Bomber practice and Swap Meet.
Gates open at 8:00a.m.

Classes Available:
Vintage Am/Pro
Bomber Am/Pro
(Pre '82)
No Membership Required

For more info (818) 855 -0441 or (909) 590-0821

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GFI RACING
GFI (909) 653-4042
ELSINORE GRAND PRIX
November 8-11, 1996 ENTRIES ARE OPEN

TULARE CYCLE PARK
Tulare, CA Event Calendar
Sat., Nov. 9 Dirt Track Practice 1/4 Mile Oval (Class C Traction)
Sat., Nov. 16 Open Motocross Practice
All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

GLEN HELEN
MOTOCROSS PRACTICE EVERY THURSDAY 8:00AM Till DUSK
MOTOCROSS PRACTICE MOST SATURDAYS 8:00AM Till 2:00 PM
CALL 24 HOURS FOR RACE & PRACTICE INFO: (909) 880-3090
http://www.ccweb.com/glenhelen
Sat., Nov. 9 No MX Practice Due to Sand Drags
Sun., Nov. 10 Decal Sunday MX Practice
Sun., Nov. 17 CRC Grand Prix
Chaparral AMA Amateur Championship Week
December 27,28,29 & 30 $17,500.00 + Purse
Pro MX Race Sunday, December 29

KTM MOTORCYCLES
Oakland Sport Center
PARTS IN STOCK
4232 Dixie Hwy. Waterford, MI 48329
(810) 673-3366 (810) 673-8144 FAX
UPS Daily

Central Regional Championship
Oklahoma City, Oklahoma
November 10, 1996
Texas Regional Championship
Mosier Valley USA, Euless, TX
Nov. 30 & December 1, 1996
Call: 214-351-9900
GNC MOTOCROSS

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

KORR Moto/Scrambles Championship Series
12/1 Marion, KS
Info 316/942-6527

KORR Motocross Championship Series
12/15 Sterling, KS
Info 316/942-6527

MRAN Desert Series
11/17 Las Vegas, NV
Info 702/437-6726

WSMC Road Race Series
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

AMA/District 37 Dual Sport Ride Series
11/17 Riverside, CA
* 11/29-30 LA-Barstow-Las Vegas
12/29 Mojave, CA
1/18-19 Ridgecrest, CA
2/2 Cathedral City, CA
* 2/8-9 Laughlin, NV
2/16 San Luis Obispo, CA
3/2 Temecula, CA
3/16 San Bernardino, CA
3/22-23 State Line (I-15), NV
4/6 Big Bear Lake, CA
4/20 Newhall, CA
5/3-4 Gorman, CA
5/17-18 Ridgecrest, CA
* 6/7-8 Lake Isabella, CA
6/22 Angeles N.F.
* National Trail Ride Series event
Info 818/249-2141 (3,1)

Championship Enduro Series
11/10 Warren Grave, NJ
Info 717/865-0601

Championship Hare Scrambles Series
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series
11/17 Belleplain, NJ
Info 717/865-0601

Southeastern Trials Riders Association C'ship Series
11/16-17 Jasper, TN
Info 770/928-4872

U.S. Eastern Pro-Am Motocross Fall Series
11/17 Danville, VA

Over the Hill Gang
11/16-17 Palmdale, CA
4/13-14 Hanford, CA
Info 310/864-6875

Vintage Iron Evolution of Motocross Series
12/8 LasVegas, NV

KTM/Team Dual Dogs California Dual Sport Series
12/15 Ontario, CA
Info 818/886-7194

Final Showdown
11/16-17 Victorville, CA
Info 714/367-1141

CMC Golden State MX Nationals
South
1/5 Victorville, CA, Rnd 1
1/12 Monterey, CA, Rnd 2
1/19 Gorman, CA, Rnd 3
2/2 Ramona, CA, Rnd 4
2/16 Palmdale, CA, Rnd 5
3/1-2 Victorville, CA, Rnd 6
North
1/5 Victorville, CA, Rnd 1
1/12 Monterey, CA, Rnd 2
1/19 Marysville, CA, Rnd 3
2/2 Hollister, CA, Rnd 4
2/23 Sacramento, CA, Rnd 5
3/1-2 Victorville, CA, Rnd 6
Pac-NW
1/5 Victorville, CA, Rnd 1
1/12 Monterey, CA, Rnd 2
1/26 Salem, OR, Rnd 3
2/9 Salem, OR, Rnd 4
3/1-2 Victorville, CA, Rnd 5
Info 714/367-1141

CMC of Arizona 7th Annual Copper State Classic
11/9-10 Cottonwood, AZ
11/30-12/1 Glendale, AZ
Info 602/849-1572

ECEA Hare Scrambles
11/17 Chatsworth, NJ
1/5 Whiteford, MD

ECEA Enduro
11/10 Warren Grove, NJ

Northwest Motorcycle Association Enduro Series
11/17 Tahuya, WA

Rocky Top USA Motocross Racing Series
11/9 Oklahoma, OK
Info 405/677-3333

Arkansas Hare Scramble Championship Series
12/1 Springdale, AR
Info 501/751-5807

Georgia Flat Track League
11/10 Carnesville, GA
12/8 Carnesville, GA
Info 770/962-7888

AMA/Prostar Drag Racing Series
11/7-10 Gainesville, FL, Rnd 10

NOVEMBER

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JANUARY

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26	27	28	29	30	31	

*Denotes Payback

Wed, Nov 6

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Thur, Nov 7

ALABAMA MOTOCROSS - Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

Nov 8-9

* TENNESSEE ARENACROSS - AMA/Victory Sports, Calsonic Arena, Shelbyville. Info: 423/323-5497.

Nov 9-10

* ARIZONA MOTOCROSS - CMC of Arizona 7th Annual Copper State Classic Round 5 & 6, Cottonwood Raceway, Cottonwood. Info: 520/526-7959 #20.

CALIFORNIA GRAND PRIX -AMA/D-37/Prospector's GP, Hungry Valley SVRA, Gorman. Info: 818/332-1573.

FLORIDA REGIONAL RACE AND PIG ROAST - Motocross of Marion County, Reddick. Info: 352/591-2050 or 591-2377.

Sat, Nov 9

CALIFORNIA MOTOCROSS - GFI Racing, GFI Elsinore GP, Elsinore. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA DIRT TRACK - Barn Burner Dirt Track Series, Santa Clara County Fairgrounds, San Jose. Info: 408/374-4298.

CALIFORNIA SHORT TRACK - RS Racing Fall Short Track Series, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA MOTOCROSS - Rojo Productions/Saturday Night MX, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA DIRT TRACK - FCX Racing, Orange County Raceway, Orlando. Info: 407/523-2999.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

IOWA FLAT TRACK RACING - Jim White Promotions, Night Race Indoors, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

NORTH CAROLINA MOTOCROSS - 226 MX -Day Event, Nebo. Info: 704/652-3758.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

Nov 10-24

* TENNESSEE INDOOR FLAT TRACK - Outlaw/Thunderdome Raceway at the Fairgrounds, Memphis. Info: 901/368-5278.

Sun, Nov 10

* ARIZONA MOTOCROSS - Cerbat Moto Sports Club/2nd In A Five Race Series, Cerbat Moto Sports Park, Kingman. Info: 520/757-7438.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Elsinore GP, Elsinore. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CMC/Marysville Riverfront Motocross Park, Marysville. Info: 916/695-2727.

* CALIFORNIA MOTOCROSS - CRC/Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - AMP/MSR Octoberfest Fall Series Round 3, Oatfield Motocross Track, Turlock. Info: 209/541-0860 or 524-1432.

* CALIFORNIA MOTOCROSS - CMC/Motowest Racing, Sandhill Ranch, Byron. Info: 415/587-8678.

CALIFORNIA ENDURO - AMA/District 36 Valley Climbers MC, WFO Enduro, Stonyford. Info: 707/254-0268.

CALIFORNIA MOTOCROSS - CMA/O'Neal Central California Championship MX Series, Hanford. Info: 209/673-8080.

CALIFORNIA MARATHON - Tom Anderson's, Sandhill Ranch, Brentwood. Info: 510/634-3328.

GEORGIA FLAT TRACKLEAGUE - Race #8, Carnesville. Info: 770/962-7888.

* GEORGIA MOTOCROSS - Best of Georgia AMA Series, Dixie Motorcycle Sports, Hillbilly Hills Motocross, Roberta. Info: 912/788-0413.

ILLINOIS TRIALS - NITRO, Bley USA, Elk Grove Village. Info: 708/931-1530.

INDIANA HARE SCRAMBLES - AMA/Dist. 15/Stoney Lonesome MC, team race, Columbus. Info: 812/342-4411.

* KANSAS HARE SCRAMBLES - KORR, 1-man/2-hr, Sprockets II River Track, Arkansas City. Info: 316/942-6527.

KENTUCKY HARE-SCRAMBLES- Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

KENTUCKY MOTORCYCLE SUPER-CROSS - Hillbilly Raceway, Hatfield. Info: 606/353-4740

* MARYLAND HARE SCRAMBLES - AMA Districts 7 & 13. Budd's Creek MX Park. Info: 301/475-2000

MARYLAND HARE SCRAMBLES - AMA/District 7 Western Maryland Off Road Riders, Cliff Side Raceway, Rawlings. Info: 301/759-3237.

* NEVADA MOTOCROSS - Reno Over the Hill Gang, 2nd Annual Sandmaster Series, Round 4, Fernley International Raceway, Fernley. Info: 702/322-4311.

NEW HAMPSHIRE HARE SCRAMBLES - NETRA, Mountain View, Cheshire County. Info: 203/875-5757.

NEW YORK MOTOCROSS - AMA/MSC/Dist#34/Fall Series/Walden Playboys M.C. Walkill. Info: (914)561-2126.

NEW YORK HARE SCRAMBLES - AMA/District 34 Tri State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

* NORTH CAROLINA MOTOCROSS - 3rd Annual Dirt World Challenge, AMC Sanctioned and Dirt World Promotions, Montrose Motocross Park, Raeford. Info: 919/554-4467.

* NORTH CAROLINA SUPERCROSS - Daniels Ridge Supercross, Taylorsville. Info: 704/758-4342.

* NORTH CAROLINA MOTOCROSS - NAME/Fall Series, Rolling Hills Cycle Park, Reidsville. Info: 919/342-4492.

* OHIO HARE SCRAMBLES - AMA/District 11 Athens Motorcycle Club, Athens. Info: 614/592-1692.

OHIO HARE SCRAMBLES - Sunset Ramblers, Galion. Info: 419/562-6931.

* OKLAHOMA STATE CHAMPIONSHIP MOTOCROSS - Walnut Creek Motocross Park, Welch. Info: 918/233-7003.

* OKLAHOMA MOTOCROSS - GNC/Central Regional Championship, Oklahoma City. Info: 214/351-9900.

* PENNSYLVANIA HARE SCRAMBLES - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc, Pine Grove. Info: 717/345-6340 or 717/345-8734.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290.

* PENSSYLVANIA MOTOCROSS - Doublin Gap Motocross, Newburg, Carlisle. Info: 717/249-6036.

TEXAS VINTAGE MOTOCROSS - AHRMA/Vintage Iron Fall Series, Lake Whitney, Hillsboro. Info: 713/497-3366.

WASHINGTON POKER RUN - NMA/Benefit Poker Run Puget Sound Enduro Riders, Shelton Fairgrounds, Shelton. Info: 360/491-1728.

Tues, Nov 12

CALIFORNIA MOTORCYCLE SHOW - McGees Grill/Local Dealers, Citrus Heights. Info: 916/966-1364.

Wed, Nov 13

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 15-17

* NEVADA ARENACROSS - On Trac Events, West Coast Arenacross Challenge, Reno Livestock Events Center, Reno. Info: 702/267-4392.

Fri, Nov 15

* DELAWARE SHORT TRACK - Eastern Regional Short Track Championship, Seaford Speedway, Seaford. Info: 302/629-9470.

Nov 16-17

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal MX Nationals Final Showdown, Raceplex, Victorville. Info: 714/367-1141.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barona Oaks Raceway, Ramona. Info: 619/752-8252 or 619/443-3138.

CALIFORNIA MOTOCROSS - Over the Hill Gang South National, Los Angeles County Raceway, Palmdale. Info: 310/864-6875.

TENNESSEE OBSERVED TRIALS - Southeastern Trials Riders Association, Jasper. Info: 770/977-7039.

TEXAS TRIALS - U.S. Central Regionals Round 4, Top of Texas Trials Association, Lake McCellan, Pampa. Info: 918/224-0020.

Sat, Nov 16

ALABAMA MOTOCROSS - Iron Man Motocross Park, Warrior. Info: 205/663-0963.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal Motocross Final Showdown, Raceplex, Victorville. Info: 714/367-1141.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA DIRT TRACK - Barn Burner Dirt Track Series, Santa Clara County Fairgrounds, San Jose. Info: 408/374-4298.

* CALIFORNIA MOTOCROSS - CRC/OTHG Nationals, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC/Motowest Racing, Club Moto, Livermore. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - Rojo Productions/Turkey Bowl Saturday Night MX, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845.

* DELAWARE SHORT TRACK - AMA/Delaware Motorsport Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA DIRT TRACK - FCX Racing, Orange County Raceway, Orlando. Info: 407/523-2999.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

IOWA FLAT TRACK RACING - Jim White Promotions, Night Race Indoor, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

NEW YORK MOTOCROSS - AMA/Yamaha Contingency Race, Island Motocross of New York Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

OHIO TEAM HARE SCRAMBLES, QUADS AND MINIS - AMA/Action Sports Promotions, Inc., Lost Hollow Raceway, Nelsonville. Info: 614/594-6686.

Sun, Nov 17

ALABAMA MOTOCROSS - Kilpatrick Motocross, 616 County Road 479, Albertville. Info: 205/561-3495.

* ALABAMA MOTOCROSS - Rick Hollingsworth, Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

* ALABAMA MOTOCROSS - Old Air Base Motocross, Tuskegee. Info. 334/724-0722.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Golden State Vintage Motocross Championships, River Ranch Raceway, Madera. Info: 209/661-0706.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal Motocross Final Showdown, Raceplex, Victorville. Info: 714/367-1141.

* CALIFORNIA MOTOCROSS - CRC/OTHG Nationals, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CRC/Sponsorship Series, Glen Helen. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - AMP/MSR Octoberfest Fall Series Round 4, Hollister Hills, Hollister. Info: 209/541-0860 or 524-1432.

CALIFORNIA MOTOCROSS - CMA/O'Neal Central California Championship MX Series, Tulare. Info: 209/673-8080.

CALIFORNIA ENDURO - AMA/District 37 Central Coast Motorcycle Association, Ballinger Canyon. Info: 805/438-3826.

CALIFORNIA DUAL SPORT - AMA/District 37 Malcolm Smith Motorsports, At the Store, Riverside. Info: 909/687-1300.

CALIFORNIA HARE SCRAMBLES - AMA/District 36 2+2 Racing Team, Shaads Resort, Wilseyville. Info: 510/455-9353.

CALIFORNIA DUAL SPORT POKER RIDE - RS Racing, 2nd Annual Turkey Trot, Bass Lake. Info: 209/661-0706.

* DELAWARE SHORT TRACK - AMA/Delaware Motorsport Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

* FLORIDA MOTOCROSS - 4th Annual Gator Country GP, Orlando Motocross Park, Orlando. Info: 407/359-9260.

* LOUISIANA MOTOCROSS - Timmy Tyler, Norris Road, New Iberia. Info: 318/364-7877 or 318/828-3366.

* MARYLAND HARE SCRAMBLES - AMA Districts 7 & 13. Budd's Creek MX Park. Info: 301/475-2000

NEVADA HARE SCRAMBLES - MRAN/Silver City Scramblers, Jean. Info: 702/457-0343.

* NORTH CAROLINA MOTOCROSS - 3rd Annual Dirt World Challenge, AMC Sanctioned and Dirt World Promotions, Montrose Motocross Park, Raeford. Info: 919/554-4467.

* NORTH CAROLINA SUPERCROSS - Daniels Ridge Supercross, Taylorsville. Info: 704/758-4342.

OHIO TEAM HARE SCRAMBLES BIKES ONLY - AMA/Action Sports Promotions, Inc., Lost Hollow Raceway, Nelsonville. Info: 614/594-6686.

OHIO HARE SCRAMBLES - CRA/Mansfield Motorcycle Club, Cookton Grange Road, Mansfield. Info: 419/774-0430.

OHIO 51 ANNUAL PEACE PIPE ENDURO - Treaty City Motorcycle Club, Greenville. Info: 513/548-7197 or 513/548-2627.

* OKLAHOMA STATE CHAMPIONSHIP MOTOCROSS - Walnut Creek Motocross Park, Welch. Info: 918/233-7003.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

* TENNESSEE HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Hohenwald. Info: 615/859-0873.

TENNESSEE HARE SCRAMBLES - Victory Sports, Millers Mountain, Bluff City. Info: 423/323-5497.

* VIRGINIA MOTOCROSS - AMA/District 13, US Eastern Pro AM Motocross Fall Series, Danville. Info: 804/836-3633.

* VIRGINIA DIRT TRACK - AMA/Birch Creek Motosports, Inc., Danville. Info: 804/836-0710 or 804/724-3492.

WASHINGTON ENDURO - Sparkplug Enduro/Northwest Motorcycle Assn. Enduro Series/Bremerton Cruisers M/C, Tahuya, Belfair. Info: 360/373-0064 or 206/242-7044.

Nov 19-20

MICHIGAN ROAD RACE - AMA/Great Lakes Road Racing Assoc., Grattan Raceway Park, Grattan.. Info: 616/774-9902.

Wed, Nov 20

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, Nov 22

OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Hara Arena, Dayton. Info: 614/594-6686.

Sat, Nov 23

CALIFORNIA TRIALS - AMA/ Turkey Trial Vintage, Sacramento. Info: 916-753-2519.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA DIRT TRACK - Barn Burner Dirt Track Series, Santa Clara County Fairgrounds, San Jose. Info: 408/374-4298.

CALIFORNIA SHORT TRACK - RS Racing Fall Short Track Series, Madera Fairgrounds, Madera. Info: 209/661-0706.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA DIRT TRACK - FCX Racing, Orange County Raceway, Orlando. Info: 407/523-2999.

IOWA FLAT TRACK RACING - Jim White Promotions, Night Race Indoor, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

NORTH CAROLINA MOTOCROSS - 226 MX -Day Event, Nebo. Info: 704/652-3758.

OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Hara Arena, Dayton. Info: 614/594-6686.

* OKLAHOMA SHORT TRACK INDOOR - Vintage Dirt Track Racers, AMA Pro-Am, Purcell Expo, Purcell. Info: 918/836-6999.

Sun, Nov 24

ALABAMA MOTOCROSS - Iron Man Motocross Park, Warrior. Info: 205/663-0963.

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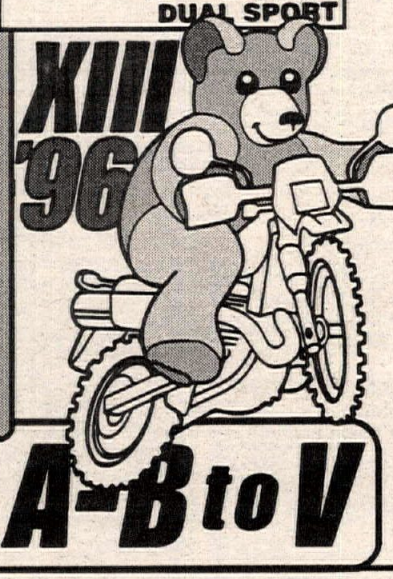

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CALIFORNIA GRAND PRIX - SRA, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA ROAD RACE - CMRRA 50cc-125cc Championship, Perris. Info: 909/674-5357.

CALIFORNIA TRIALS - AMA/ Turkey Trial, Sacramento. Info: 916-753-2519.

* CALIFORNIA MOTOCROSS - CRC/Los Angeles County Raceway, Sponsorship Series, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - AMP/MSR Octoberfest Fall Series Round 5, Oatfield Motocross Track, Turlock. Info: 209/541-0860 or 524-1432.

* CALIFORNIA MOTOCROSS - CMC/Motowest Racing, Sandhill Ranch, Byron. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - CMA/O'Neal Central California Championship MX Series, Madera. Info: 209/673-8080.

MINNESOTA 9TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA - J&P Promotions, St Paul Civic Center, Roy Wilkins Auditorium, St Paul. Info: 319/462-6011.

NEW YORK MUD AND SNOW SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville.

OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Hara Arena, Dayton. Info: 614/594-6686.

OHIO HARE SCRAMBLES - CRA Sanctioned/Wagner Racing, Broken Spokes Raceway, New Philadelphia. Info: 330/682-9231.

* OKLAHOMA STATE CHAMPIONSHIP MOTOCROSS - Walnut Creek Motocross Park, Welch. Info: 918/233-7003.

* TENNESSEE MOTOCROSS - T-N-T MX Park, Milan. Info: 901/987-3029.

TEXAS VINTAGE MOTOCROSS - AHRMA/Vintage Iron Fall Series, Swan Motocross Park, Tyler. Info: 713/497-3366.

* NORTH CAROLINA MOTOCROSS - AMA/Motocross Y/A/P/ATV, Elizabeth City. Info: 804/548-1052.

* NORTH CAROLINA SUPERCROSS - Daniels Ridge Supercross, Taylorsville. Info: 704/758-4342.

Wed, Nov 27

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 29-30

CALIFORNIA DUAL SPORT - AMA National/District 37 Los Angeles to Barstow to Vegas, Riders Choice, Lancaster. Info: 818/249-2141.

* NORTH CAROLINA ARENACROSS - AMA/Victory Sports, WNC Agriculture Center, Asheville. Info: 423/323-5497.

Sat, Nov 30/Dec. 1

* ARIZONA MOTOCROSS - CMC of Arizona 7th Annual Copper State Classic, Final Thrasherland, Glendale. Info: 602/849-1572.

* CALIFORNIA MOTOCROSS - 10th Anniversary, Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA DIRT TRACK - FCX Racing, Orange County Raceway, Orlando. Info: 407/523-2999.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

IOWA FLAT TRACK RACING - Jim White Promotions, Night Race Indoor, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

* TEXAS MOTOCROSS - GNC/Texas Regional Championship, Mosier Valley USA, Euless. Info: 214/351-9900.

Sun, Dec 1

* ALABAMA MOTOCROSS - Rick Hollingsworth, Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

* ALABAMA MOTOCROSS - Old Air Base Motocross, Tuskegee. Info: 334/724-0722.

* ARKANSAS HARE SCRAMBLES - Riverfront Grand Prix. Info: 501/484-0752.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barona Oaks Raceway, Ramona. Info: 619/752-8252 or 619/443-3138.

CALIFORNIA MOTOCROSS - CMA/O'Neal Central California Championship MX Series, Hanford. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - CRC/Trophy Series, Edwards AFB. Info: 805/272-8889.

FLORIDA MOTOCROSS - State Championship Series/Florida Trail Riders, Pepsi/Air Dania Motocross Park, Info: 954/321-9422.

FLORIDA MOTOCROSS - Special MX Race, Orlando MX Park, Orlando. Info: 407/359-9260.

* FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

* KANSAS MOTO/SCRAMBLES - KORR, Green Acres, Marion. Info: 316/942-6527.

* NEVADA MOTOCROSS - Nevada Old Timers, 2nd Annual Sandmaster Series, Round 5, Fernley International Raceway, Fernley. Info: 702/322-4311.

NEW YORK MUD AND SNOW SCRAMBLES - AMA Square Deal Riders, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

* NORTH CAROLINA MOTOCROSS - 3rd Annual Dirt World Challenge, AMC Sanctioned and Dirt World Promotions, Montrose Motocross Park, Raeford. Info: 919/554-4467.

* NORTH CAROLINA SUPERCROSS - Daniels Ridge Supercross, Taylorsville. Info: 704/758-4342.

Fri, Dec 6

CALIFORNIA SWAP MEET - Intershows Motorsport Promotions, Motorcycle swap meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Ohio State Fairgrounds Coliseum, Columbus. Info: 614/594-6686.

Sat, Dec 7

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA DIRT TRACK - Barn Burner Dirt Track Series, Santa Clara County Fairgrounds, San Jose. Info: 408/374-4298.

CALIFORNIA SHORT TRACK - RS Racing Fall Short Track Series, Madera Fairgrounds, Madera. Info: 209/661-0706.

FLORIDA MOTOCROSS - Annual Christmas Race, Orlando MX Park, Orlando. Info: 407/359-9260.

* FLORIDA DIRT TRACK - FCX Racing, Orange County Raceway, Orlando. Info: 407/523-2999.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

IOWA FLAT TRACK RACING - Jim White Promotions, Night Racing Indoor, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

NORTH CAROLINA MOTOCROSS - 226 MX - Day Event, Nebo. Info: 704/652-3758.

OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Ohio State Fairgounds Coliseum, Columbus. Info: 614/594-6686.

Sun, Dec 8

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA ROAD RACE - CMRRA 50cc-125cc Championship, Adams Kart Tradck, Riverside. Info: 909/674-5357.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club CMMC, Barona Oaks Raceway, Ramona. Info: 619/752-8252.

* CALIFORNIA MOTOCROSS - Dave Coupe Promotions, E Street Bridge Track, Marysville. Info: 209/465-3200.

CALIFORNIA MOTOCROSS - CMA/O'Neal Central California Championship MX Series, Little Okie. Info: 209/673-8080.

CALIFORNIA GRAND PRIX - LACR/Trophy Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MARATHON - Tom Anderson's, Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA HARE SCRAMBLES - District 37/Best of the West, Dirt Diggers Winter Hare, Red Mountain. Info: 619/376-2128 or 805/324-2260.

FLORIDA TRIALS - Florida Trials Association, Round 4, Cahills, Croom. Info: 813/996-2958.

* INDIANA HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Lynnville. Info: 615/859-0873.

* NEVADA MOTOCROSS - Reno Over the Hill Gang, 2nd Annual Sandmaster Series, Round 6, Fernley International Raceway, Fernley. Info: 702/322-4311.

* NORTH CAROLINA SUPERCROSS - Daniels Ridge Supercross, Taylorsville. Info: 704/758-4342.

OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Ohio State Fairgrounds Coliseum, Columbus. Info: 614/594-6686.

TEXAS VINTAGE MOTOCROSS - AHRMA/Vintage Iron Fall Series, Rio Bravo Motocross Park, Houston. Info: 713/497-3366.

VIRGINIA HARE SCRAMBLES - Victory Sports, Wythe Raceway, Rural Retreat. Info: 423/323-5497.

Tues, Dec 10

CALIFORNIA MOTORCYCLE SHOW - McGee's Grill/Local Dealers, Citrus Heights. Info: 916/966-1364.

Dec 13-14

MARYLAND INDOOR SHORT TRACK SERIES - Rodney Ferris Memorial, Baltimore County Trail Riders Association, Maryland Fairgrounds Cow Palace, Timonium. Info: 410/661-MOTO.

* TENNESSEE ARENACROSS - AMA/Victory Sports, Walters State Expo Center, Morristown. Info: 423/323-5497.

Dec 14-15

OHIO HARE SCRAMBLES - Sunset Ramblers, Galion. Info: 419/562-6931.

Sat, Dec 14

* CALIFORNIA DIRT TRACK - Barn Burner Dirt Track Series, Santa Clara County Fairgrounds, San Jose. Info: 408/374-4298.

* CALIFORNIA MOTOCROSS - CMC/Motowest Racing, Club Moto, Livermore. Info: 415/587-8678.

* FLORIDA DIRT TRACK - FCX Racing, Orange County Raceway, Orlando. Info: 407/523-2999.

IOWA FLAT TRACK RACING - Jim White Promotions, Night Racing Indoor, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

* TENNESSEE INDOOR FLAT TRACK - Outlaw/Thunderdome Raceway at the Fairgrounds, Memphis. Info: 901/368-5278.

Sun, Dec 15

* ALABAMA MOTOCROSS - Rick Hollingsworth, Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

* ALABAMA MOTOCROSS - Old Air Base Motocross, Tuskegee. Info: 334/724-0722.

CALIFORNIA DUAL SPORT - Team Dual Dogs, KTM California Dual Sport Series, Cajon Mountain 200, Ontario. Info: 818/701-1913.

CALIFORNIA MOTOCROSS - AMA, Amateur Track Championship, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

* CALIFORNIA MOTOCROSS - Christmas GP, Racing Enterprises Motorsports, Sunday Race, Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CMC/Marysville Riverfront Motocross Park, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - CMA/Hollister. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - LACR/Trophy Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA VINTAGE GRAND PRIX - Dick Mann/Tommy Ville, Sandhill Ranch, Brentwood. Info: 510/634-3328.

FLORIDA MOTOCROSS - Super Challenge '96, Orlando MX Park, Orlando. Info: 407/359-9260.

GEORGIA FLAT TRACK LEAGUE - Charity Race, Carnesville. Info: 770/962-7888.

IOWA OBSERVED TRIALS - All-Iowa Trials Riders Association, OHV Park, Bluff Creek. Info: 515/473-2845.

* KANSAS MOTOCROSS - KORR, Christmas MX, Silver City, Sterling. Info: 316/942-6527.

* KANSAS HARE SCRAMBLES - KORR, 1-man/2-hr, Hillsboro MX Park, Hillsboro. Info: 316/942-6527.

* KENTUCKY HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Fordsville. Info: 615/859-0873.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

* MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix Series - Rnd 5, Cantamar Sand Dunes, Rosarito Beach. Info: 011-52-661-22525.

NEW YORK MUD AND SNOW SCRAMBLES - AMA Square Deal Riders MC, Toy for Tots Race, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

* NORTH CAROLINA MOTOCROSS - AMA/Motocross Y/A/P/ATV, Elizabeth City. Info: 804/548-1052.

* NORTH CAROLINA SUPERCROSS - Daniels Ridge Supercross, Taylorsville. Info: 704/758-4342.

* OKLAHOMA STATE CHAMPIONSHIP MOTOCROSS - Walnut Creek Motocross Park, Welch. Info: 918/233-7003.

Sat, Dec 21

* FLORIDA DIRT TRACK - FCX Racing, Orange County Raceway, Orlando. Info: 407/523-2999.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

IOWA FLAT TRACK RACING - Jim White Promotions, Night Race Indoors, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

Sun, Dec 22

* NORTH CAROLINA SUPERCROSS - Daniels Ridge Supercross, Taylorsville. Info: 704/758-4342.

Dec 27-28

* NORTH CAROLINA ARENACROSS - AMA/Victory Sports, WNC Agriculture Center, Asheville. Info: 423/323-5497.

Sat, Dec 28

* FLORIDA DIRT TRACK - FCX Racing, Orange County Raceway, Orlando. Info: 407/523-2999.

IOWA FLAT TRACK RACING - Jim White Promotions, Night Racing Indoors, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

Sun, Dec 29

* ALABAMA MOTOCROSS - Old Air Base Motocross, Tuskegee. Info: 334/724-0722.

FLORIDA MOTOCROSS - State Championship Series/Florida Trail Riders, Sunstate Raceway, Info: 941/776-0303 or 941/993-2427.

NEW YORK MUD AND SNOW SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

Wed, Jan 1

WASHINGTON SCRAMBLES - OMRA/Jones Creek Trailriders M/C, Hangover Scrambles, non-points event, Camas. Info: 503/678-2779.

Sat, Jan 4

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

IOWA FLAT TRACK RACING - Jim White Promotions, Night Racing Indoors, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

Wed, Jan 5

FLORIDA TRIALS - Florida Trials Association, Round 5 FUBAR, Croom. Info: 813/294-7105.

ILLINOIS 11TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA - J&P Promotions, Belle-Claire County Fairgrounds, Belleville. Info: 319/462-6011.

MICHIGAN ICE RACE - AMA/ District 14 Valley Trail Riders, Gladwin. Info: 517/697-5168.

TENNESSEE HARE SCRAMBLES - Victory Sports, High Oak, Knoxville. Info: 423/323-5497.

Jan 10-11

* TENNESSEE ARENACROSS - AMA/Victory Sports, Walters State Expo Center, Morristown. Info: 423/323-5497.

Sat, Jan 11

FLORIDA MOTOCROSS - State Championship Series/Florida Trail Riders, Thundercross Motosports Park, Info: 407/269-5941.

IOWA FLAT TRACK RACING - Jim White Promotions, Night Racing Indoors, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

Sun, Jan 12

MICHIGAN ICE RACE - AMA/District 14 Polka Dots, Gladwin. Info: 517/832-8284.

NEW YORK MUD AND SNOW SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

OHIO HARE SCRAMBLES - Sunset Ramblers, Galion. Info: 419/562-6931.

* TENNESSEE HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Reelfoot. Info: 615/859-0873.

Jan 18-19

CALIFORNIA ROAD RACING - Willow Springs Motorcycle Club, Round 1, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

Sat, Jan 18

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

IOWA FLAT TRACK RACING - Jim White Promotions, Night Racing Indoors, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

* TENNESSEE INDOOR FLAT TRACK - Outlaw/Thunderdome Raceway at the Fairgrounds, Memphis. Info: 901/368-5278.

Sun, Jan 19

MICHIGAN ICE RACE - AMA/District 14 Port Huron M.C, Port Huron. Info: 810/984-3811.

MISSOURI 2ND ANNUAL SUPER SERIES BIKE SHOW AND PARTS EXTRAVAGANZA - J&P Promotions, American Royal Complex, Hale Arena, Kansas City. Info: 319/462-6011.

Jan 24-25

* TENNESSEE ARENACROSS - AMA/Victory Sports, Calsonic Arena, Shelbyville. Info: 423/323-5497.

Sat, Jan 25

IOWA FLAT TRACK RACING - Jim White Promotions, Night Racing Indoors, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

Sun, Jan 26

IOWA 17TH ANNUAL SUPER SERIES BIKE SHOW AND PARTS EXTRAVAGANZA - J&P Promotions, Downtown River Center, Davenport. Info: 319/462-6011.

MICHIGAN ICE RACE - AMA/District 14 Valley Trail Riders, Gladwin. Info: 517/697-5168.

NEW YORK MUD AND SNOW SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

* OKLAHOMA SHORT TRACK INDOOR - Vintage Dirt Track Racers, AMA Pro-Am, Purcell Expo, Purcell. Info: 918/836-6999.

* TENNESSEE HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Lawrenceburg. Info: 615/859-0873.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

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You can play in the water or play in the dirt or clean up and go out on the town that never sleeps. Come to the fastest growing area and powersports dealership in Las Vegas, Nevada. All positions available. this is no gamble its a sure bet. Please send resume to: P. O. Box 498, Long Beach, Ca. 90801-0498. CA. (343-46)

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Service and parts departments need experienced professionals for large watercraft, ATV, and motorcycle dealership. Call Ken (702)221-9762. NV. (144-47)

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Independent dealer reps. needed to sell the all new Rad-N-Bad Product Line. Posters available for immediate release! The all new video "Motoerotica" available soon. All territories available! Call for details. (888)RAD-N-BAD. OH. (44-45)

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Extremely busy southern California watercraft/motorcycle dealership experiencing large growth in floor/phone traffic. If you are able to take advantage of a high volume, high gross, multi-line selling atmosphere, please call! Great pay, fun environment opportunity for advancement. Will help with relocation expenses for the right individual. Contact Mr. Myers (310) 945-3494 Fax (310) 945-6816 Fax (310)693-9478. CA. (244-47)

Pro Sales Reps Wanted!
Premium watercraft apparel manufacturer is looking for top notch independent sales reps with established territories. Order takers need not apply! If you are a real pro, give me a call. Todd. (888)6-MOB-BYS. TX. (244-45)

Snowmobile Mechanic
Experienced snowmobile, ATV, motorcycle, jet ski mechanic. Live work and play at Lake Tahoe. (702)831-0472. NV. (244-45)

Service Techs
Live and work on the beautiful California coast. We're looking for quality entry level tech. to work in our busy service department. We have year-round work servicing Sea-Doo, Yamaha, Suzuki, Kawasaki and Ducati. Fax resume Attn: Jeff (310) 379-2730. or call (310) 372-8891. Mail: Del Amo Motorsport, 1512 Aviation, Redondo Beach, Ca. 90278. CA. (244-45)

Motorcycle Technician
Plenty of work for an experienced mechanic. Must have own tools and do quality work the first time. Fax references and experience to Kawasaki of Las Vegas, 3800 N. Rancho Drive. Las Vegas, Nevada 89130 (702)656-1955 (Fax) (702)656-0277. NV. (224-45)

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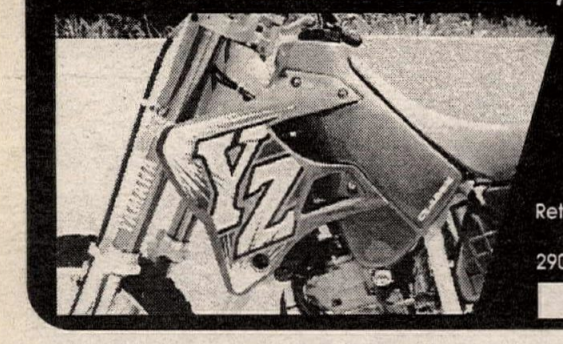

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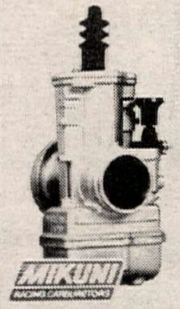

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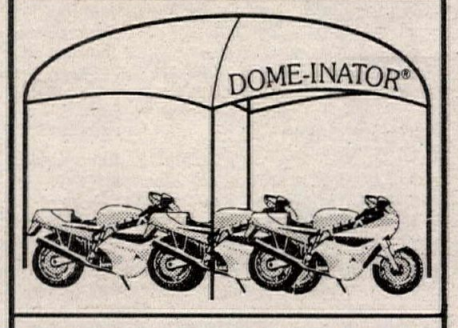

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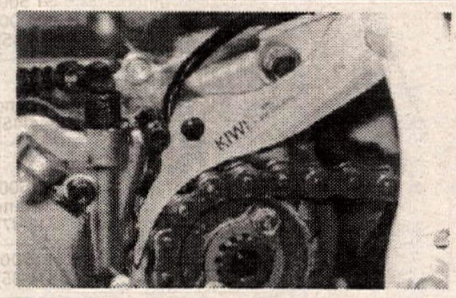

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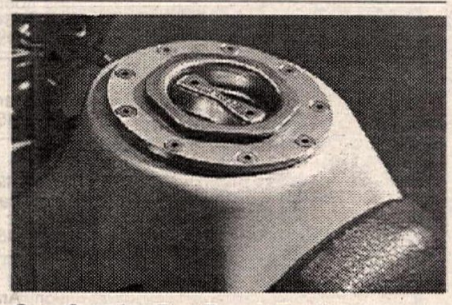

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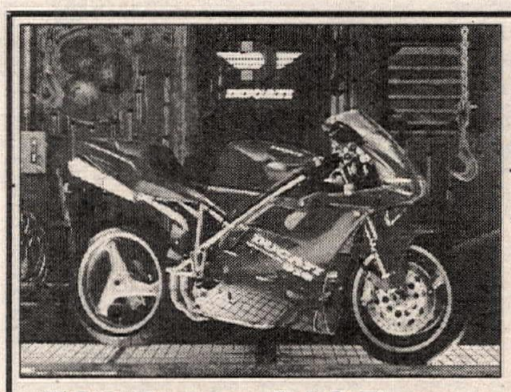

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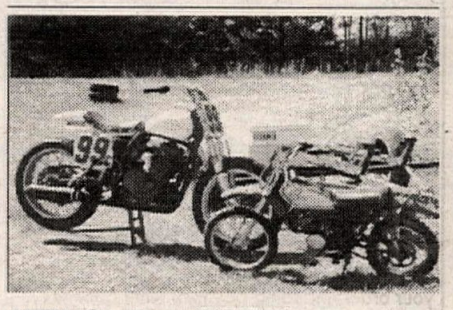

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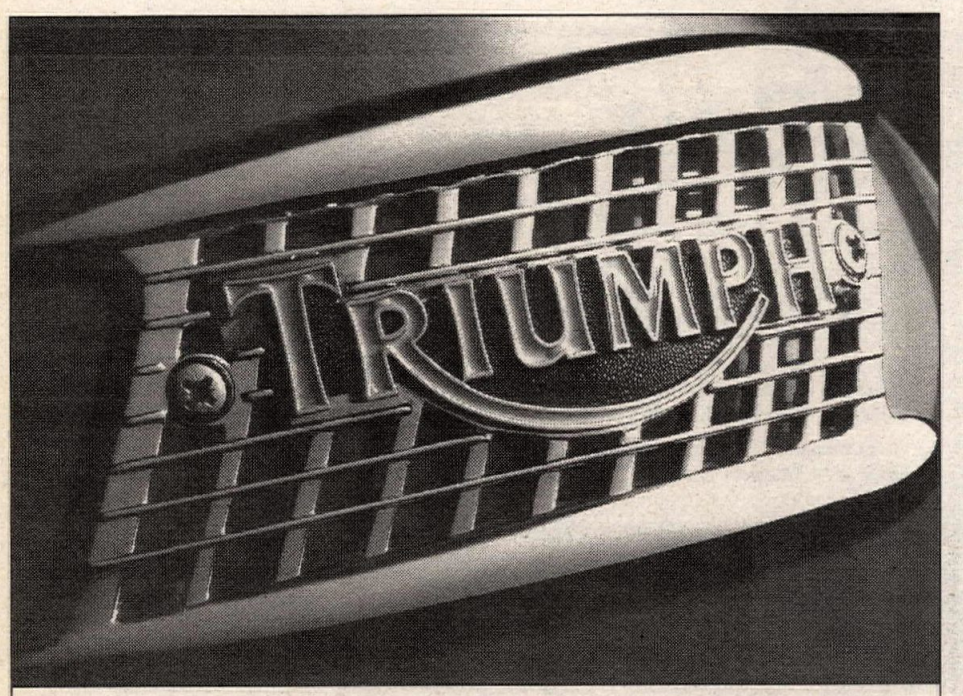

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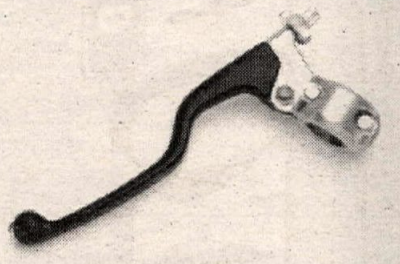

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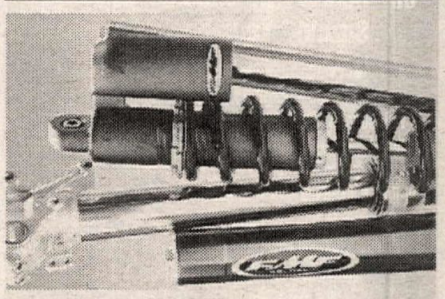

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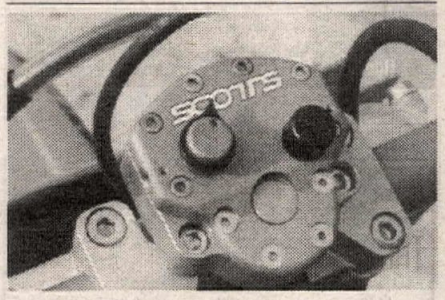

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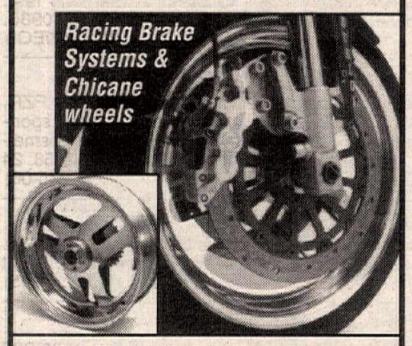

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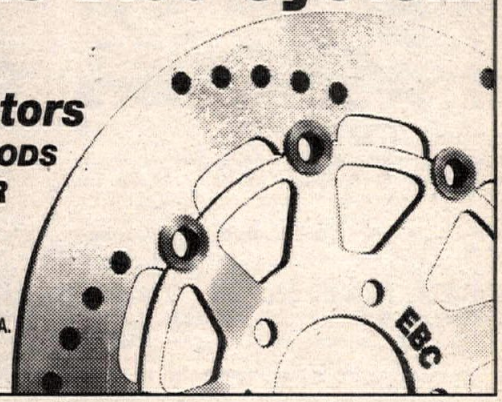

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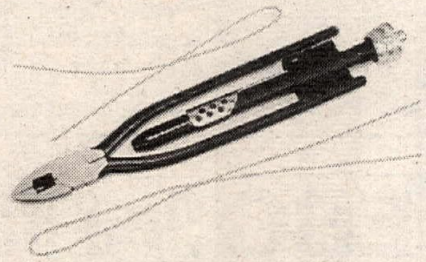

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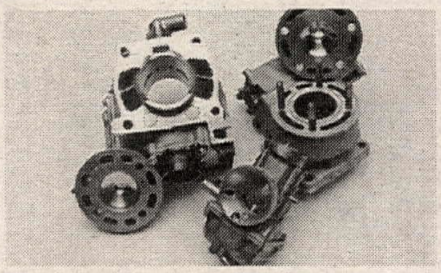

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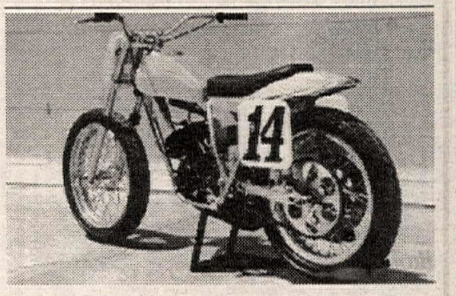

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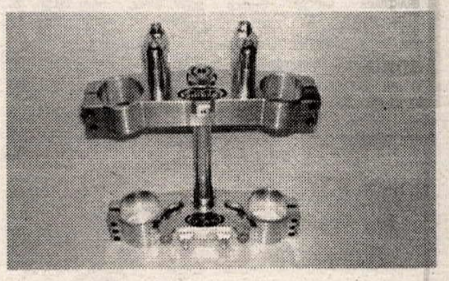

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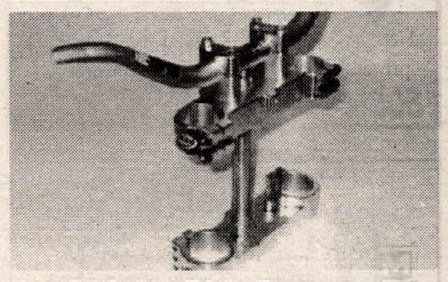

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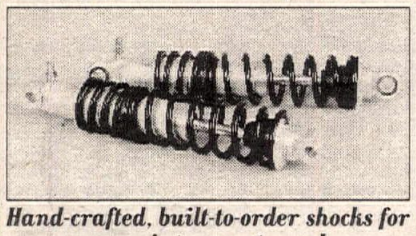

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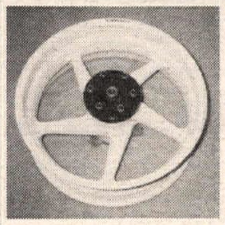

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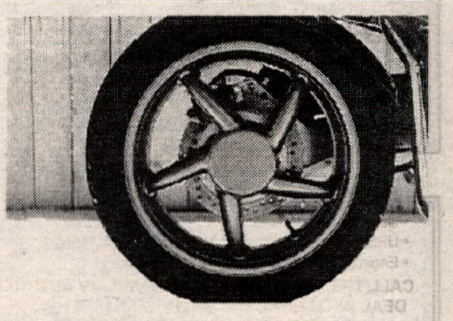

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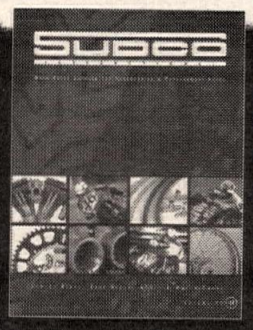

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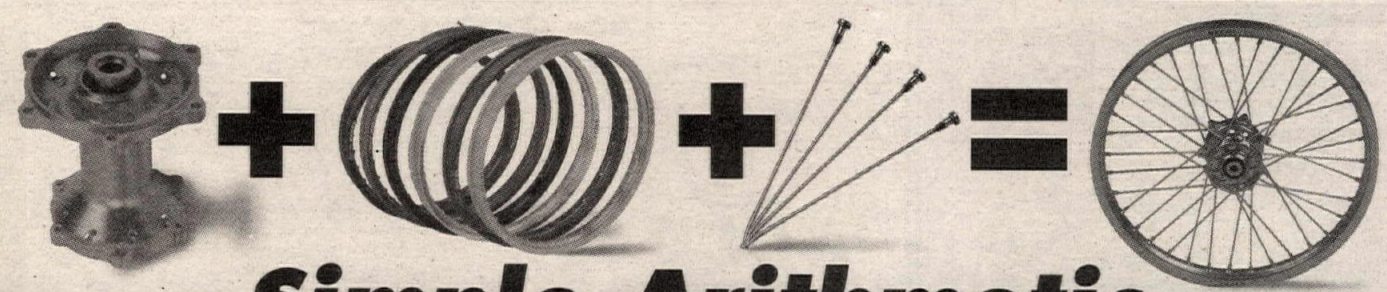

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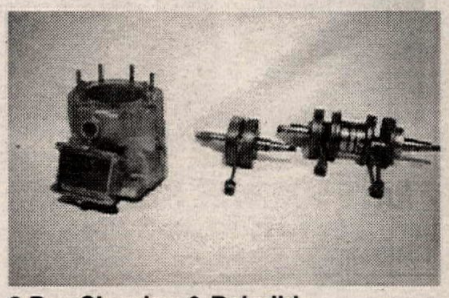

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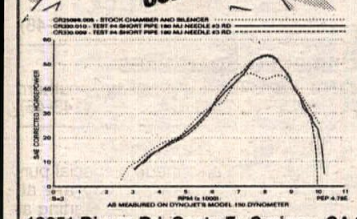

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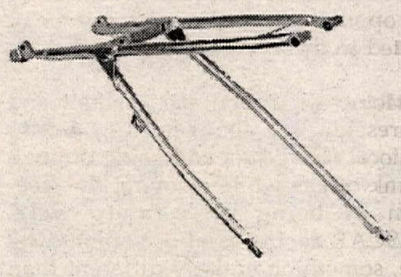

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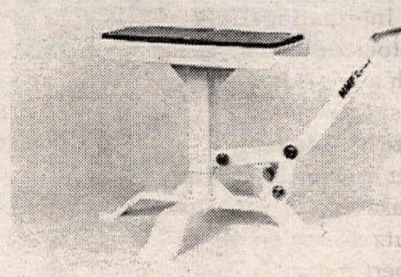

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RACER X

By Davey Coombs

Isn't it funny how right when the morality police of motocross were about to put the last bullets into the back of Crusty, out comes an entire movement of free-riding counterculture? Just as everyone was about to undergo the NASCAR makeover, a baggy-clothed, video-inspired revolution kicks in with underground leaders like Seth Enslow and Mike Metzger. Why is the very look of our sport suddenly spinning away from being a stock-car-racing clone and headed for the half-pipes of snowboarding and skateboarding? And what in the world will our 250cc National Champion Jeff Emig be wearing next year? Shift? What's up with that?

Motocross is having some serious growing pains. Don't worry, they still hold races on any Sunday and the fastest guys will always be the coolest guys, but there really is an underground shift taking place right now that is changing the way Generation X racers dress and ride. Someone, somewhere finally figured out that motocross has more in common with expressive sports like surfing, skating and snowboarding than it does with NASCAR, IndyCar, road racing and other "garage" sports.

Of course a lot of people hope and pray that professional-level dirt-biking one day becomes accepted into the lexicon of those mainstream, corporate-friendly forms of racing, which would still be pretty cool for everyone. But, in my opinion, that's the only way we're related to them: We want what they've got.

Motocross is about participation and expression. It's about heading out to the local riding spot and going through a tank of gas while enjoying the freedom of being on a motorcycle. NASCAR racing is about something else, something entirely different than motocross racing. Think about it: How many people spend a weekend down at the local Brickyard driving their Monte Carlo around a paved oval, over and over and over and over.... You see, those other forms of racing are about watching, not participating. Motocross and supercross are great spectator sports - the best. But unlike stock car racing, when you're done watching a motocross race on TV from the stands or in your living room, you can go do some riding and jumping yourself! Motocross is different because anybody can do it, not just someone with a auto-racing team's budget.

The people pushing for turning our sport into a NASCAR clone have good intentions, but they might want to be careful about what they wish for, because they might get it. They say NASCAR is a "good old boys" sport, but who gets to actually be a part of the sport? In order to work for a NASCAR team as a mechanic or technician, or even the guy who cleans the windows, you basically have to have a serious engineering education which would most likely include a college degree. (Forget about ever being a driver or a team owner.)

As for just getting pit passes for an event, a la motocross and supercross, you'll need just about the same amount of pull it would take to get you courtside at an NBA game or backstage at the next Pearl Jam gig. Want to get to know Jeff Gordon but his Internet websites just aren't personal enough? Get a job at DuPont Corporation and hope they ask Jeff to come to the Christmas party. Want to be a flagman at the Daytona 500? Yeah, right.

For better or worse, motocross just isn't like that, even though some of the old guard in this sport are hoping we grow in that direction. And they seem to feel that if the sport keeps letting this free-riding movement mushroom, we'll never attain NASCAR-like status.

Back in the early 1980s, skateboarding was undergoing similar growing pains. The sport was huge and skate parks and competitions were plentiful. Then the insurance backlash hit them hard, a lot of skating spots were closed, and the sport nearly went away and died like Yard Darts. (Sound familiar?) Then someone figured out a new trick called an "ollie" that meant that skaters didn't need an entire park to have fun-any curb, rail or wall would do. So skateboarding took off again and it's still going strong, only this time it's really huge because anyone can do it, not just someone who lives near a skate park.

Now you see skaters all over the place, trying to copy and invent new tricks on their boards. There's a few professionals making good money, but most people just want to skate and do as many cool new tricks as they can. There's also a whole skater scene that comes with its own music, fashion and attitudes, and it looks a lot like what you see in snowboarding.... and surfing.... and the free-riding motocross movement. And it doesn't look or sound like anything that you'll find with the good old boys in the NASCAR pits.

Motocross is undergoing changes in another, even better way as well. (This is off the free-riding movement path, but bear with me.) If you follow golf at all, then you know who Tiger Woods is and how Tiger Woods has begun to transform what's always been a WASPish sport into a more accessible sport for the masses. Ever since Woods burst onto the pro circuit a couple of months ago, the color of the gallery is changing from "suburban/country club white" to a more urban mix of white, brown and black, and that's a good thing.

Motocross is about to get a remix of its own. In the near future, American motocross and supercross is going to be introduced to Hispanic up-and-comers like Ernesto Fonseca and Edgardo Rojas and African-American flyer James "Bubba" Stewart. With props out to Carlos Serrano, Pedro Gonzalez, Andy Jefferson and Dave McClain, these youngsters are the first minority racers with a real chance of being American motocross superstars. Their arrival (or that of any another fast, young minority racer) will further broaden the fan base and the appeal of our sport, in a direction that's less brickyard than it is skatepark.

And then there are the girls. In the last few years, the women's motocross movement has gained huge amounts of respect and credibility within our sport, just as it has in other areas such as basketball, soccer and surfing. The U.S. Women's Motocross League proved that, as Nike tells us, if we let them play, women's racing can be very exciting and entertaining. The women's races were an excellent addition to the ever-growing AMA 125/250cc Pro National MX Series and will only get bigger next year. Do you think you'll see a women's support class in the Indianapolis pits next year?

For anyone to be a part of the free-riding movement, you need a bike and a place to ride. The better you get, the more tricks you'll want to do and the more you'll want to ride. And you can still race on any Sunday. The older motocross establishment might not like the Crusty look, but they can't argue with the popularity. That's why LBZ and Xtreme and the new Shift are doing clothing lines inspired by Crusty, not Chevy.

Garage fans, don't get me wrong. I'm in no way, shape or form against NASCAR racing, IndyCar racing, or even slot-car racing. This is about bike racing and my belief that motorcycle racers (and the sport itself) need to keep their own identity. The free-riding movement is a whole new look and way of participating that personifies the individual, not the corporate conformity that dictates those other sports. And Jeff Emig, in his new Shift threads, exemplifies the individuality and freedom that is our sport.

As for the soul of motocross, it can still be summed up on Jeff Emig's tattoo: "Live to ride, ride to live." The Man might be dreading it, but I can't wait to see what 'Fro is wearing on January 11, 1997. CN

LOOKING BACK...

25 YEARS AGO...
NOVEMBER 23, 1971

At the 13th running of the Dirt Diggers MC Hopetown Grand Prix, Husky-mounted **Bob Grossi** picked up the International Motocross win with a 2-1-4 day. West German factory Maico rider **Werner Shutz** had a 1-4-3 to take second place. Two nights before, Shutz swept all six 250cc and 500cc Expert motos at Ascot's night MX in Gardena, California...Tulsa, Oklahoma hosted the Trans-AMA series and Suzuki's **Roger DeCoster** took the win, followed by **Joel Robert** and **Torlief Hansen**...After rebuilding the engines on his twin Triumph-engined Top Fueler, **Borris Murray** turned in a nine-second run at over 164 mph without the front engine running. **Terry Vance** defeated **Jack Larragoitiy** in the money bike brackets.

15 YEARS AGO...
NOVEMBER 18, 1981

Husqvarna's **Scot Harden** and **Mark Wallingsford** won the grueling Baja 1,000 by 22 minutes over second-place finishers **Bruce Ogilvie** and **Larry Roeseler** on a Yamaha. **Kent** and **Scott Pfeiffer** finished third overall and first 250cc...**John Cook** won the U.S. Long Track Speedway Championship held at Ascot Park in California over **Shawn Moran** and **Shawn McConnell**...*Cycle News* conducted an interview with **Danny Chandler** entitled, "The new smooth Magoo."...Husky's **Terry Cunningham** won the Checkpoints' Bad Mountain Enduro/Bob Brooks Memorial Enduro held in Red Mountain, California. Husky's **Tom Webb** finished second at one point back and National Champion and Husky-sponsored **Dick Burleson** finished in third.

5 YEARS AGO...
NOVEMBER 20, 1991

Honda's **Freddie Spencer** upstaged **Thomas Stevens'** clinching of his first AMA Superbike National Championship on the streets of Miami by winning his first race since August 11, 1985, at the 500cc Swedish GP. Kawasaki's **Scott Russell** finished second and Stevens got third...Honda's **Jean-Michel Bayle** won the Barcelona SX over Suzuki's **Larry Ward** and **Guy Cooper** in third...Czech **Jan Hrehor** showed the Americans how it is done by winning the Morrison, Illinois, round of the AMA National Enduro Series. Suzuki's **Randy Hawkins** got second and newly crowned National Champion **Jeff Russell** took third on his KTM...*Cycle News* ran an interview with dirt tracker **Dave Durelle** entitled, "Better than ever." CN

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